

Scale AVIATION Modeller International

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REVIEWS
INSIDE



F/A-18F Diamondback

FRONT VIEW
50th Anniversary
Super Hornet

FREE
INSIDE

Part 7
16 page
guide



Squadron

Scaling down
1/144 News
from Shizuoka

Special Preview
Classics'
Flying Pencil

Show Reports
Perth
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- Hawker Fury
- Wessex HU.5
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Diamonds are Forever

644 by Garry Prettyman

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Getting Furious Again

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Builds the recent A Model 1/72 Hawker Fury as both Mk I and II variants, and rediscovers the vintage Matchbox kit



Training Under the Tricolore

674 by Chris Busbridge

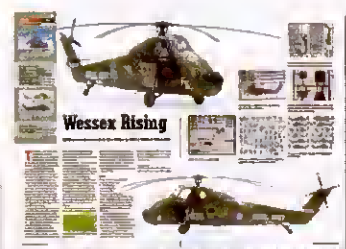
Takes a walk through his impressive collection of Italian training aircraft



Stirling Albion

668 by Andy Hazell

Another 'Swords into Ploughshares' feature, in which Andy uses Magna's Mk V conversion on the Airfix Stirling



Wessex Rising

662 by Gary Hatcher

Childhood memories revived for Gary by Italeri's Westland Wessex HU.5



Black Magic

682 by Ted Taylor

Builds Aerotech's 1/32 kit of Jim and Amy Mollison's de Havilland Comet racer

In an age when a mere 50 or so kit releases constitutes a 'quiet month' for the industry, we can only marvel at those pessimists who perceive the growing tide of ready-made models, easy-build kits, and diecasts as a death knell for the pure art form that is our own beloved pastime. Thanks to the industrious output of the Far East and, in particular the Czech Republic, we are able to enjoy an ever-growing supply of excellent new materials, and if the shelves of those remaining hobby shops seem to be changing, then it may just be a reflection of the way times have moved on. To many, indeed, the model shops of the '80s and '90s bear little relation to their own childhood sources of plastic, which were more often than not newsagents or Post Offices in which the latest Airfix or FROG releases shared shelf space with balls of wool, Empress Mixture and Matchbox cars. The idea of a local model shop to anyone not raised in a town big enough to support one is as fantastic today as it was thirty or forty years ago.

But the catalogues keep growing, and it is the intention of this magazine to try and keep abreast of it all and make sense of it. As modellers we are as much dedicated to the collecting and purchasing of artefacts as we are to building them, and it is the recognition of this fact that keeps *Scale Aviation Modeller International's* editorial team focussed on all those aspects of the hobby that interest our readers.

It also keeps us heading off to model shows at every opportunity, as there is nowhere better to enjoy the sense of community engendered by our common interest. This issue we are pleased to present show reports from the Scottish Nationals in Perth, a brief look in at the Southdowns Show, and an exciting glimpse of some of the stars of the Shizuoka Hobby Show. Although space precludes more than a brief thank you to the organisers of the Northern Show in South Shields for their hospitality, it was a welcome return to the Temple Park Leisure Centre, and a great day out for all those who came. Nice one chaps!

Next show date is Flying Legends at Duxford on 7 and 8 July, where *SAM* Editor Andy Evans and *SAM* Editor Gary Hatcher will be sharing a gazebo in the traders' area. Come and say hello, buy some books, and let us hear your ideas, criticisms, complaints and inevitable queries as to the whereabouts of *MAM* Editor Neil Robinson.

Signals at Go!

SQUADRON

This month we include Part 6 of our new 12-part *World of Flight Aircraft Guide* giveaway, sponsored by Squadron MMD. This month's *Guide* is devoted to that perennial favourite of modellers, the BAe/MDD AV-8 Harrier.

The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of specially commissioned

Squadron

features by modellers from 12 different nations, the *Guide* constitutes a distillation of all the best from *SAM*'s review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

Free next month – Part 8: Grumman F-14 Tomcat

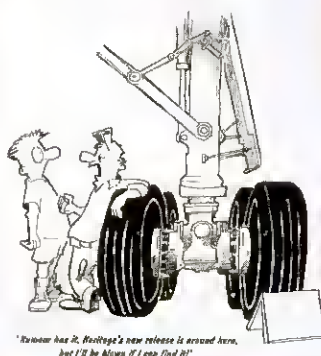


Lightnings and Comets

HERITAGE AVIATION

Heritage advise us that their new 1/48 D.H.88 Comet is a completely revamped kit fixing all previous inaccuracies. This multi-media package contains white metal, resin and vacform parts and retails at £45. A 1/72 Lightning F.6 is also new out, and will sell for £18.

Heritage's list of up and coming releases makes interesting reading, although not all the types on offer will be as familiar to all our readers as, say,



Riveting stuff

You know the trouble we modellers take to remove oversize rivets from the surfaces of our kits? The owner of this

Bombardier Challenger 604 business jet took the opposite tack, having Swiss outfitter RUAG Aerospace decorate its exterior with fake panel lines and oversize fasteners. ■



Northern Show

SHOW

SAM Publications' Neil Robinson and Gary Hatcher were pleased to attend the excellent Northern Show, which this year had returned to the Temple Park Leisure Centre, in South Shields.

Club attendance was impressive, and visitors were treated to a selection of trade stands and displays which, along with the excellent cheap café upstairs, made for a great day out.

Mr Neil Robinson was pleased to assist in the judging, and awarded the coveted *SAM* trophy to Mr Nick Brown of Leadgate, County Durham who entered a superb Tamiya 1/48 He 162. The model featured True Details wheels, a Quickboost seat and some nice scratchbuilt detail on the engine.

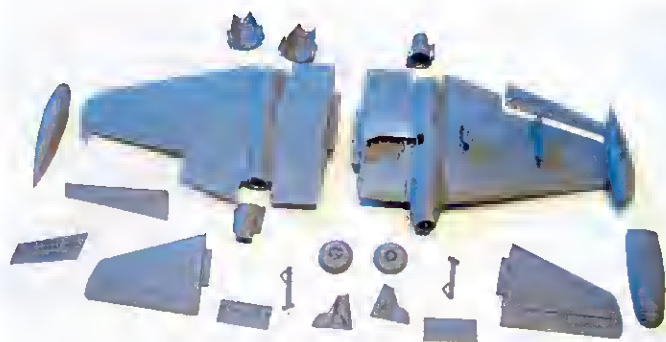
Mr. Hatcher also won a first in his class with a 1/144 Trumpeter F-86, and has spoken of nothing else since. ■

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw June

Mr Smith, New Zealand – Kit
Mr Curiel, USA – Kit
Mr Gwinnell, UK – Kit

Entry to the monthly prize draw is FREE to all subscribers.

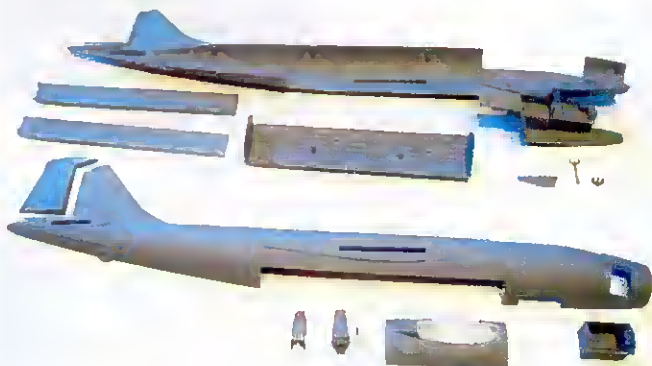


Tempt your Pallet

AIRFIX

Readers confused by last month's item on Airfix's acrylic paint range should note that the range is not a replacement for the enamels, but the two will be marketed together. Apologies to Airfix for any ambiguities in the text.

In the meantime we have been pleased to poke our noses into a very interesting test shot of the forthcoming Canberra B(I) Mk 8. These masters are at a very early stage in their genesis, but readers will no doubt be pleased to know that the project is proceeding apace... ■



Valiant Wings

PLANET

More unusual subjects from Planet. The Vultee BT-13 Valiant (#166/£44.60) is in 1/48, while the Messerschmitt M-20 b-2 (#196/£46.40) will be in 1/72. Both are resin kits. The M-20 transport aircraft was one of Messerschmitt's first designs. Improved versions, the M-20b and M-20b-2, were operated by Lufthansa and later as trainers by the Luftwaffe.



The third impending release is the SIAI-Marchetti SF-260 (#198/£24.99), also in 1/72, with decals for one Italian and one Belgian aircraft. ■

Modelling Matters



by Gary Dickson

At a Glance

NEW IN JULY



A Model	#01672	1/72	M-50 Myasishchev 'Boulder'	£146.99
Accurate Miniatures	#48408	1/48	P-39Q Airacobra Racer	£21.99
AML	#72043	1/72	Nakajima Ki 43-II Kai	£12.99
Anigrand Craftwork	#4001	1/144	Daimler Benz Project B	£42.85
Attack	#14412	1/144	MG-21 SMT	£5.99
AZ Models	#72003	1/72	Reggiane Re.2003	£12.55
AZ Models	#72014	1/72	Aero Ae-1	£12.55
AZ Models	#72023	1/72	Avro 621 Tutor	£14.30
AZ Models	#72024	1/72	Avro 621 Tutor	£14.30



Bilek	#805	1/72	P-61B Gun Ship (ex Dragon)	£17.50
Classic Airframe	#4114	1/48	Dornier Do 17Z in Finnish Service	£42.50
Classic Airframe	#4121	1/48	Avro Anson Mk I Post War markings	£37.50
Czechmaster	#1178	1/72	Spitfire Mk VII/HEVII	£26.99
Dragon	#4582	1/144	Tornado F3	£8.50
Dragon	#5552	1/48	Heinkel He 162D	£23.99



Dujin	#72262	1/72	Swallow II Pobjoy	£23.65
Dujin	#72263	1/72	Swallow II Cirrus	£23.65
Dujin	#72264	1/72	Blackburn L1 Bluebird IV	£23.65
Dujin	#72265	1/72	Arsenal VG.70	£23.65



Eduard	#8191	1/48	Avia B-534 III	£15.50
Eduard	#8494	1/48	Mirage III CJ	£13.50
Hasegawa	#00838	1/72	RF-4E Phantom II 'AG51 Immelman Special'	£17.99
Hasegawa	#00839	1/72	8-26J Mitchell 'Foreign Air Force'	£23.99
Hasegawa	#00840	1/72	SR-71A Blackbird 'NASA'	£18.99






Hasegawa	#00841	1/72	F-15E Strike Eagle 'Iraqi Freedom'	£16.99
Hasegawa	#00843	1/72	AD-6 Skyraider 'VA-85 Black Falcons'	£13.99
Hasegawa	#00844	1/72	F/A-18F Super Hornet 'Low Visibility Part 2'	£13.99

continued over...


NEW IN JUNE

...At a Glance continued

		
Hasegawa #00845	1/72 Mitsubishi Karigane Type 1	£13.99
Hasegawa #09734	1/48 F-4F Phantom II 'Holloman AFB'	£23.99
Hasegawa #09735	1/48 A-4SU Super Skyhawk 'Singapore Air Force'	£19.99

		
Hasegawa #09736	1/48 F/A-18E Super Hornet 'Low Visibility'	£32.99
Hasegawa #09737	1/48 TF-104G Starfighter 'Boelcke Special'	£17.99
Hasegawa #09738	1/48 P-400/P-39D Airacobra 'Pinup Girl'	£16.99

		
Hasegawa #09739	1/48 Messerschmitt Bf 109G-6 'Eyeball'	£16.99
Hasegawa #09740	1/48 P-40N Warhawk '15,000th Anniversary'	£16.99
Hasegawa #09741	1/48 Nakajima Ki-27 Type 97 'Nate' 'Nomohan'	£16.99
Hasegawa #1027	1/32 P-47D Thunderbolt	£29.99

		
Hobbycraft #1424	1/48 F-111E	£12.99
Hobbycraft #1695	1/32 Fokker Dr.1	£12.99
HR Model #7368	1/72 Skoda Kauba S.K.257	£16.80

		
Italeri #1268	1/72 VH-7 'Marine One' (EH-101)	£11.99
Italeri #1269	1/72 Boeing B-52G Stratofortress 'Gulf War'	£35.99
MGT #20	1/48 Avion L.E. (Laboratoire Eiffel)	£44.60

		
Karaya #72011	1/72 Blackburn Blackbird (late)	£31.20
Karaya #72018	1/72 Supermarine N.1B Baby	£24.50
Pavia Models #72065	1/72 Dewoitine D.510	£15.50

		
Revell #4505	1/48 Arado Ar 234 B-2/N 'Nachtigall'	£19.99
Revell #5771	1/28 WWII Fighter Aces	£29.99
RVHP #7181	1/72 Swearingen SA 227TT	£45.99
South Front #72001	1/72 Mil Mi-26 helicopter	£47.50
Special Hobby #48046	1/48 Blackburn Skua Mk II	£20.99
Special Hobby #72074	1/72 Avro Anson Mk I	£17.70

		
Tamiya #60318	1/32 Mitsubishi A6M5 Zero	£71.99
Trumpeter #02843	1/48 Westland Wyvern S.4 (early)	£24.99
Valom #72023	1/72 Polikarpov TIS (A)	£17.60
Valom #72029	1/72 Kugisho D3Y-2K/D5Y1	£11.25



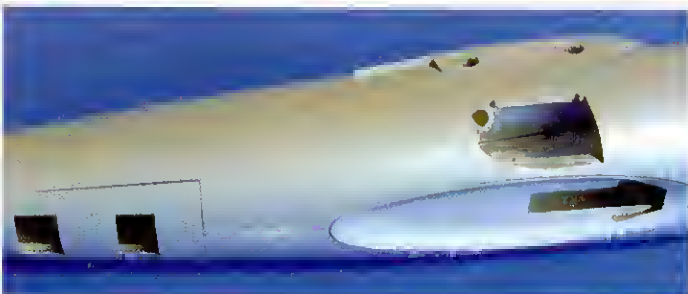
More Resin to Go

MDC

MDC were displaying masters of the forthcoming Arado Ar 234 at the Northern Show, and have also provided some images of some of the detail parts.



The kit is expected to be ready in 'a couple of months' and looks to be a stunner. The bubble-like canopy will show off the resin interior to perfection, and the nicely engineered brass wing spars will ensure the resin kit — which is no small size and weight in 1/32 — will maintain structural integrity. Price is expected to be in the vicinity of £95. ■



CORRECTION

Egg on Face Department

Apologies to Chris Busbridge for the error in last month's Kit Reviews section which saw the header for the 1/72 Fiat Cr.42 review erroneously appended to his 1/48 build. The kits do feature the same markings, but last month's review was of #2653 not #1253!



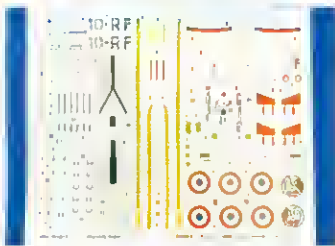


More about Avia

EDUARD

Three new releases coming out from Eduard this month. Firstly, the second 1/48 Avia 534 will be with us soon, the Avia B-534 IV series (#8192/£15.50). This is the version with the enclosed canopy. Also in 1/48 is the weekend edition of the Mirage IIIC 10-RF (#8495/£11.75).

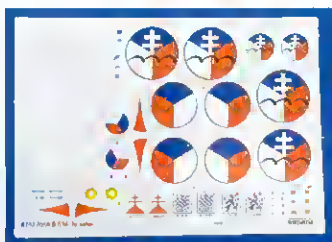
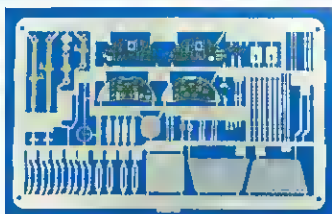
The third injected release is the set of WW2 RAF fighter crew figures



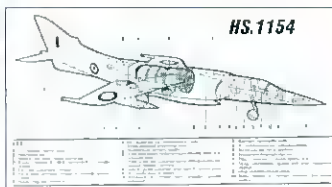
Vertically Challenged

FREIGHTDOG

Read it here first! Freightdog have confirmed exclusively to SAM/ that their next 1/72nd resin kit release will be the much requested Hawker P.1154 'Supersonic Harrier'. Mastered and cast by Anigrand Craftworks, the kit will represent the variant due to go into service with the RAF (that was replaced by the Phantom FGR.2), and will also include clear resin parts for



(#8507/TBA). This set comprises six 1/48 injection-moulded figures — four pilots and two ground crew, and is designed to add an air of urgency to your Battle of Britain diorama! ■



transparencies along with screen printed 'what-if' decals from Fantasy Printshop. Although cancelled in 1965 prior to completion, a significant amount of the prototype had been constructed, with five thousand men directly involved and seven hundred and fifty thousand man-hours devoted to the project. Release is set for Scale Model World in Telford this November. More news will follow soon. ■

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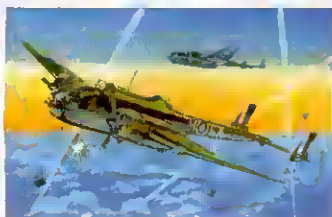
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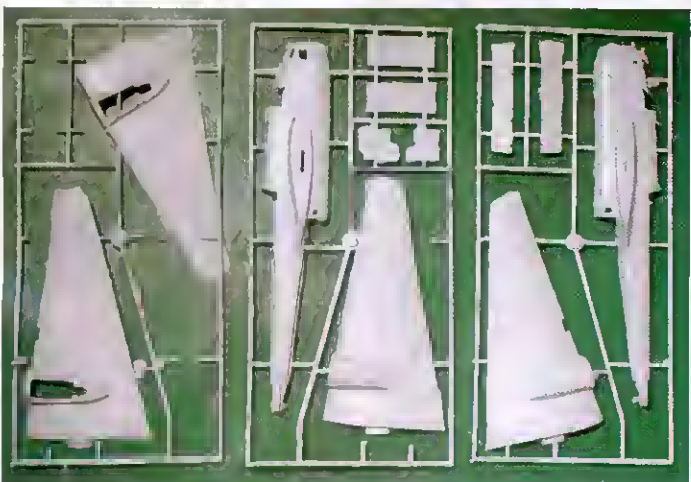
Hampden Coming

FM

Exciting news from FM is the impending arrival of the 1/48 Handley Page Hampden (#6056/TBA), which should be with us in June. In the meantime the Levasseur PL101 has just been released



'sort of a French Navy Blackburn Blackburn' was how one leading aviation journalist was moved to describe it. ■



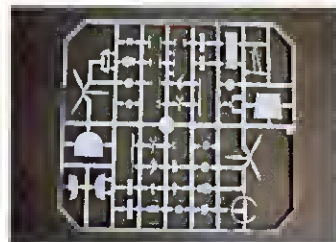
Blue Moves

AZUR

Azur's latest venture is the MD.312/315 Flamant (#028/£17.70), another fascinating French aircraft that will be unknown to many UK readers. For a long time after WWII, the twin-engine Flamant was a very common sight in the skies over France, and many pilots, navigators and gunners were trained on this aircraft. The kit contains three sprues of grey plastic, injected canopies, resin and photo-etched parts. Decals



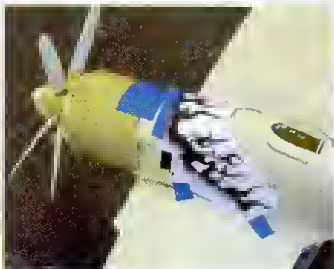
included are for a French Army trainer, French Navy, and South Vietnamese Air Force aircraft with two different styles of national insignia. ■



The Fury Story

FISHER

Fisher's first racing Sea Fury, Mike Carroll's *Signal Sea Fury* will be ready soon, and will also have markings to do the early *Miss Merced*. This will be a very limited-edition kit so those of you



who like your Sea Furies out of the ordinary should book early to avoid disappointment.

Not that there was anything ordinary about Fisher's magnificent previous release! Further embellishments to the 1/32 masterpiece can be made thanks

to the company's new Sea Fury decal set, featuring markings for FAA and RCN Sea Furies with the early paint scheme of EDSG all the way down the fuselage sides, and planes from Cuba, Egypt and Iraq as well as Spencer Flack's gorgeous but ill-fated all-red G-FURY.

Further accessories from Fisher include a 1/32 Fleet Air Arm Pilot figure, and a beautifully detailed set of diamond tread tires for the Sea Fury for those who wish to add something different. These come with wheels so you can replace the existing assemblies on your model if you wish. ■



Eastern Promise

Shizuoka Hobby Show 2007

Aviation highlights reported by
Intermodel's Edwin Pashley

Shizuoka, capital city of Shizuoka Prefecture, Japan boasts three main festivals in its calendar - the April flower-viewing procession, the firework display for Abekawa Hanabi, and the Street Performance World Cup.

Readers will not wish to read here about rituals honouring long-dead shoguns, any more than they will be concerned with street theatre, juggling, or the expenditure of an enormous quantity of gunpowder in the skies over the city. Consequently, we will concern ourselves solely with the city's fourth most important event - the 46th Shizuoka Hobby Show, one of the biggest toy fairs in Japan.

The event was held at the Twin Messe in Shizuoka from 17-20 May. The first two days were trade only with the last two days open to the general public. The big names in Japanese toy production - Bandai, Tamiya, FineMolds, Diorama and others were there to exhibit their new lines to a large domestic and international group of buyers, while for we modellers there was a mouth-watering selection of new and forthcoming products on view from some of the more-familiar names.

Hasegawa

Hasegawa's stand was one that will excite considerable interest, as it introduced the public to their 1/32 Ki-61 Hien (Tony) Model I. This all-new



with a BMW 327 Staff Car, is a new tooling. The B-26 features around 174 parts and will cover three aircraft from the 394th and 344th Bomb Group.

With both the Tony and the P-47 at the forefront of Hasegawa's programme this year, 1/32 is definitely picking up the limelight.

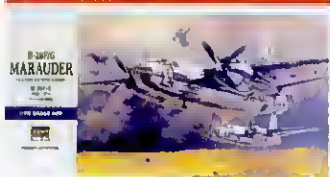
Dragon

Another crossover for the armour and aviation fraternities was present on the Dragon stand in the shape of their 1/35 UH-1D Huey. This is a very nice looking piece of kit, and will no doubt be popping up in countless Vietnam era dioramas in due course. The kit includes some nice options, extras and



interested in a 1/35 version. This being said, Tristar's armour comes highly recommended, and this kit is bound to be an attractive piece of engineering, so if you don't mind mixing scales, or if you model military in 1/35, this will be a must for your collection. ■

HASEGAWA



etched details. One to look out for, definitely!

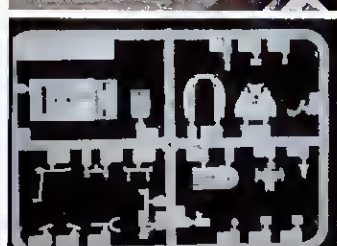
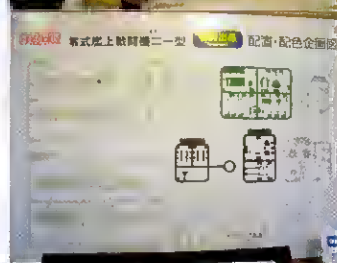
FineMolds

Perhaps one of the neatest little kits on show at Shizuoka was FineMolds all-new 1/72 Zero. This highly detailed little kit features one of the best injected cockpit interiors you could hope for.

Tristar

With Hasegawa's big Storch already available in 1/32, one wonders how many dedicated aircraft builders will be

FINE MOULDS



KRM Models
Limited to 100 editions



1/48 Supermarine Seafire XV (early)

Multimedia Kitset
Suitable for experienced modellers
Complete resin and plastic components
Produced in New Zealand

KRM Models
Limited to 100 editions



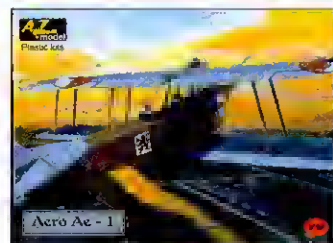
1/48 Supermarine Seafire XV (late)

Multimedia Kitset
Suitable for experienced modellers
Complete resin and plastic components
Produced in New Zealand

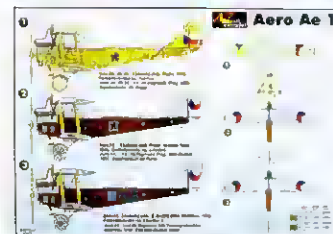
Czech Your Facts

AZ

The latest release from AZ will be an injection moulded 1/72 kit of the Aero A-1 (#72014/£12.55). This, like the Avia 534 is a significant machine, and one dear to Czech hearts. Aero, the Prague-based aircraft manufacturer, has its roots in the period immediately following the creation of the independent Czechoslovak Republic in 1918. On 11 January 1919, a preliminary agreement establishing the new limited liability company was signed. The date of registration with the Companies Court — 25 February — can be considered as the founding date.



Aero A-1



More Limited Runs

KIWI

Following the Spitfire XII release reported in our last issue, Kiwi are issuing further boxings of the ICM 1/48 kit with resin conversion parts included. The three forthcoming Seafire conversions are full kits with ICM injected plastic components, resin conversion parts, Falcon Canopies and decals.

Kiwi advise that they are awaiting decals, and the current box art may not be representative of the colour schemes

KRM Models
Limited to 100 editions



1/48 Supermarine Seafire XVII

Multimedia Kitset
Suitable for experienced modellers
Complete resin and plastic components
Produced in New Zealand

chosen. Cost is NZ\$80, and each boxing is limited to 100. Aircraft covered are the Seafire XV (early), the Seafire XV (late) and the Seafire XVII. ■

Black Bird Singing at the Dead of Night

REVELL

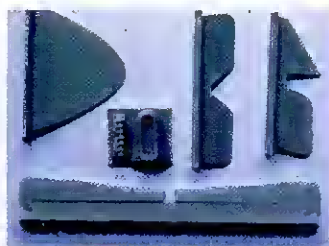
Revell's most significant release this month is the 1/48 Ar 234B-2/N *Nachtigall* (#4505/£19.99), a revised boxing of the Hasegawa tool that will make a welcome addition to the range of blue boxes on your model shop shelves. The kit features the usual recessed panel lines, superb cockpit detail, and a number of extras including Walter rocket launchers, optional auxiliary tanks, an MG pod and decals for several test aircraft.



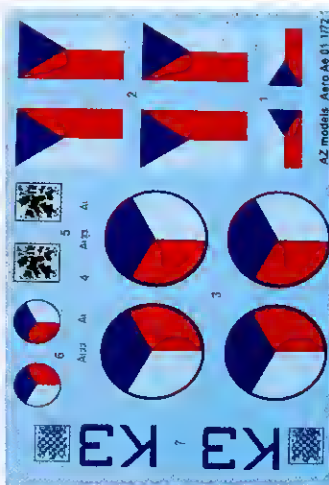
This will make an interesting addition to any end-of-war Luftwaffe collection. Revell's historical notes advise us that in the summer of 1944 the German air ministry decided to produce a night fighter version of the Ar 234B-2 jet bomber. A modified *Magirus* bomb was mounted on the underside of the



fuselage together with two forward firing MG 151/20 guns and a rear-facing position for the radio operator behind the second fuel tank. The electronic equipment comprised one *Neptune* and one *Naxos* radar plus additional night flying equipment. By December 1944 the first plane had been cleared for flying with full night fighter equipment and made its first flight on the tenth of that month, by which time two night fighter test units had been set up in Oranienburg and the first revised version of the Ar 234B-2/N was allocated to the Special Commando. The trials by the unit that had in the meantime been renamed *Commando Boenow* Ar 234 ended after a heavy bombardment of Oranienburg on 10 April 1945. ■

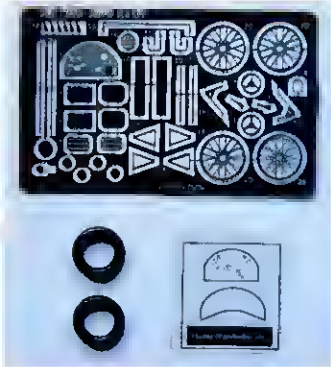


The new company, which focused on production of aircraft, aircraft parts and repairs of aircraft, was soon followed by two other companies — the state-owned Letov and the private Avia. However, Aero was the strongest of the three for a long time in terms of both workforce and



production output.

Initially focussing on repairs to imported aircraft types, the first in-house prototype was the Aero A-1. An order from the Ministry of Defense for series production of this test-proven military prototype soon followed. The new type was designed for pilot training — and in this respect the machine may be regarded as the distant forerunner of such illustrious trainers as the L-29 Delfin and the L-39 Albatros. ■



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Shizuoka

Some new and forthcoming releases in 1/144 scale.

Gary Hatcher continues his obsession with all things tiny, aided by more images and reportage from the Shizuoka Hobby Show

It looks like the increase in new 1/144 scale products is set to continue, running in parallel with 1/32 to present the marketplace two new streams of quality modelling artefacts with which to line its collective lofts. Of course with 1/144 you won't get very far with the insulation, as part of the scale's appeal is its convenient size – this and the fact that it is possible to exhibit a full representative range from any particular air-arm in a comparatively modest space, enabling the RAF fan, for instance, to display TriStars, Victors and VC 10s alongside Tornados, Hunters and other diminutive warplanes.

Thank the Japanese for so much of the new material coming onto the market. Look what they are doing now:

Platz

Platz are set to unleash a couple of new toolings onto the market to line up alongside the Fw 190s and the Mustangs. First to come will be a P-47D, priced locally at 1200 yen for those who can be bothered to convert the currency, this will be a practical and manageable alternative to the Hasegawa 1/32 offering.

Not content with the Jug, Platz are also offering a double kit of the F6F Hellcat, which promises to be a stunner. No further details as yet, but

anyone who has bought the previous offerings will know what to expect.

Further releases under the Platz banner, although this time from Ace Models, is a quartet of jets. The toolings are of proven quality, and all four will add something to the party. Most notable on the stand at Shizuoka was the Tornado GR.1, and this item caused some confusion among researchers as it appears to be a test shot dressed in an old Revell decal sheet. Initial confusion – is it really a new GR.1? – was dispelled by the presence under the port wing of a Sky Shadow pod, which has so far not featured in previous 1/144 Tornado



Seen from lofty heights, Hasegawa's impressive display centred on the 1/32 Tony



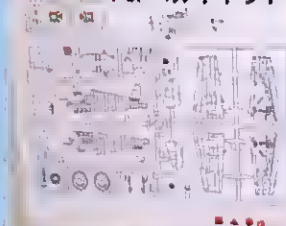
issues. No details of kit options are yet available, but those could be ALARM missiles on the fuselage weapons stations.

On the subject of Tornado weapons, last month's Scaling Down overlooked the availability of MW-1 sub-munitions dispensers with the current Dragon Lechfeld Tigers ECR kits. Some nice mouldings are included on the weapons sprue, even though the instructions correctly invite you not to use them on this variant.

Returning to Platz/Ace releases, there will also be new issues of the Rafale M, TF-104G Starfighter and F-14D Tomcat.

Platz

開発進行中
1/144
F6Fヘルキャット



Arii

Arii have been re-boxing some of their range recently, and the JG.71 Phantoms announced in our last issue have been joined by a number of new multiple-choice packages. Most impressive of these was on the table at Shizuoka, and featured an F-16 Thunderbirds set. This includes decals for all the single-seat aircraft, plus a new 'in flight' display stand that supports all three aircraft in the set together. Arii have also tooled new vertical and horizontal stabilisers to enable a proper F-16C to be built.

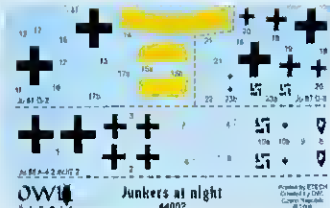
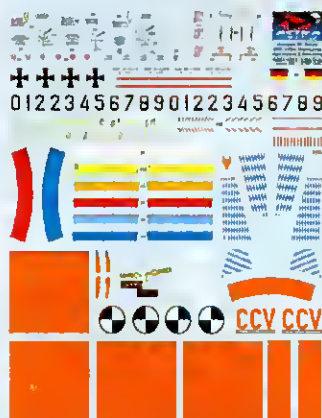
Future Arii releases include a triple boxed set of F-14Ds with markings for

Scaling Down Decals

See elsewhere for a full breakdown of the exciting new Tornado sheet from Xtradecal. Be of good heart, however, for these are not the only decals to be released in 1/144 this month.

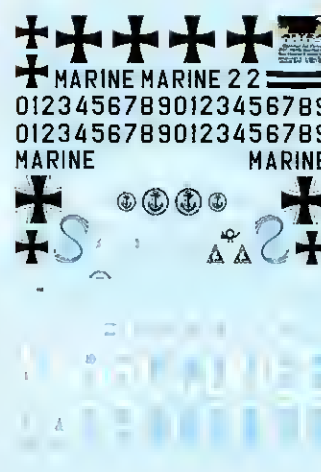
Firstly, Czech Nightfighter specialists Owl have seen fit to issue a second sheet entitled 'Junkers at Night' featuring two options for the Eduard Ju 87, as well as a Ju 88 A-4. If these sell as quickly as their predecessor, then readers will want to be quick off the mark.

Of immense and immediate interest



to the Luftwaffe-obsessed Deputy Editor is the promise by Daco of sets for the F-104 Starfighter in Luftwaffe service. They will be available in 1/32, 1/48, 1/72 and 1/144. Five sheets will be included for each scale, and it looks as though most aircraft – if not all – are covered.

Could this mean that the long-expected single-seater is due from Revell? We can't wait!



three aircraft from VF-101 Grim Reapers in 2004, another set for three F-14Bs of VF-103 Jolly Rogers Last Cruise, and a twin set of A-10As from the 51st FW.

Sweet

Sweet's Mustangs are now out and proud, and with the first P-51B kit

already acclaimed the latest versions of the kit announced at Shizuoka included a new boxing of the P-51B in 'POW markings.' These are aircraft that were captured or interned during the war and put to use by their new owners. Markings will include aircraft captured or interned by the German, Japanese, Swiss and Swedish air arms. Unique in any scale, but

impressive for a scene as small as 1/144.

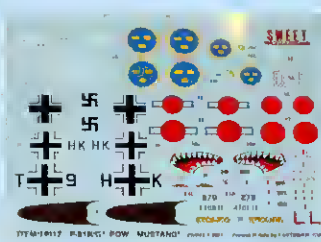
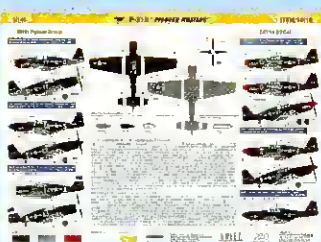
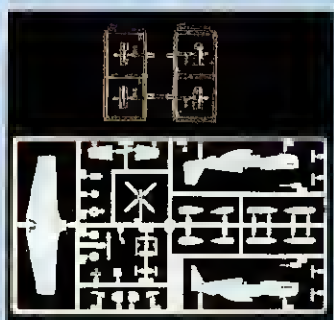
A further option from Sweet will be P-51B/C Mustangs in the markings of the 15th AF. Four options will be included. Mustang fans will now have a mass of aircraft to choose from thanks to Sweet and Platz. Ungrateful wretches that we are, of course, we simply wonder when we can expect to

see a Spitfire!

Not before the next Zeroes! Sweet announced at Shizuoka that they will be releasing two further kits covering the Type 22 and the Type 32.

SAMI

Sweet

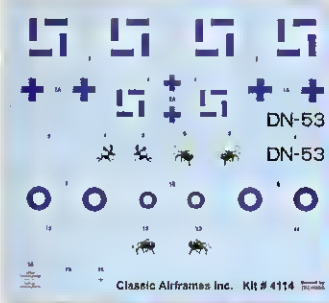
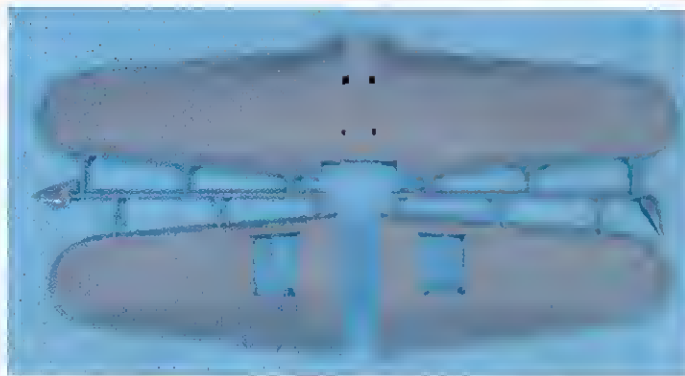


Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Special Preview – Flying Pencil

The Dornier Do 17, sometimes referred to as the *Fliegender Bleistift* (Flying Pencil), was a light bomber that saw service with the Luftwaffe through the first three years of World War II, before being reallocated to secondary roles and other nations. Wide-scale production finally settled on the definitive Do 17Z models. An initial batch was engined with the Bramo-Fafnir for testing, the DB 600 proving to be too hard to come by. These were quickly replaced with the Z-1 model, which added another gun for the bombardier, but the additional weight of the nose and guns meant the bombload was reduced to an unsatisfactory 500 kg.

This was addressed in the major production model, the Do 17Z-2. The Z-2 mounted the new 323P version of the Fafnir with 1,000 hp (750 kW), which gave an increase in takeoff power allowing the bombload to be increased to 1000 kg. The armament was supplemented by an additional pair of guns.



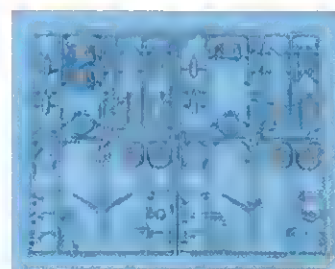
is likely to run and run, we can be reasonably certain that Luftwaffe variants will be issued long before most of us have even got around to starting a build. For those swift modellers who actually manage to get round to building the kits they buy, alternative Luftwaffe markings can be found on Xtradecal sheet X01048.

Decals are provided with Classic's kit for three Finnish aircraft:

Do 17Z DN-63, 1/LeLv 46, Oct 1942
Do 17Z DN-53, 3/LeLv 46, Feb 1942
Do 17Z DN-52, 1/LeLv 43, Summer 1947

Of course many will be happy to model a Finnish aircraft. Whatever your tastes this kit will not disappoint as it seems pretty well tooled, accurate in outline and packed with enough detail and options to satisfy most. A detailed bomb bay interior is included, along with two 250 kg bombs, nicely cast resin interior, and an option for leaving open the entry hatch. The wheel wells are well represented, and the full span upper wing will ease construction considerably, ensuring that the characteristic 'flat' appearance is maintained. Seatbelts are not provided, but you just know this kit is going to be the ship that launched a thousand aftermarket accessories. No doubt Eduard already have Kabuki masks packed and shipping, to be followed shortly by etched details, colour-etched, Zoom sets, 'Big Eds' and probably a neat little kitchen sink if such is required.

The Do 17 has been kitted in 1/72 a few times – most of them before the Ark – while in 1/48 the old Hobbycraft kits were hitherto the only game in town. All things considered, this kit is a timely and welcome improvement on previous offerings.



After bomber production ended in 1940, the Z model was modified with a solid nose from the Ju 88C, fitted with one 20 mm MG FF cannon and three 7.92 mm MG 17s, to be used as night fighters. Three prototypes were converted from existing Z-series airframes to the Do 17 Z-7 *Kauz I* (Screech Owl) configuration.

The choice of Finnish markings for the first release may strike some as unorthodox, but as this is a series that



1/48 scale

Mirage III CJ

Mirage IIICJ Weekend Edition

Scale: 1/48	Kit No: 8494
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded plastic	
Parts: Plastic 146, Clear 10	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	




Sikorsky UH-34 Choctaw

Scale: 1/72	Kit No: 87215
Price: £8.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 54, Clear 6	
Manufacturer: Hobbyboss	
UK Importer: Creative Models	




Fairrey Fulmar

Scale: 1/48	Kit No: 48056
Price: £24.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 102, Clear 9	
Manufacturer: MPM	UK Importer: Hannants



VH-7 Marine One (EH-101)

Scale: 1/72	Kit No: 1268
Price: £6.50	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 93, Clear 19	Manufacturer: Italeri
UK Importer: The Hobby Company	



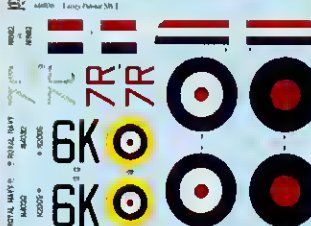
Morane-Saulnier MS.406C.1 'Hi-Tech'

Scale: 1/32	Kit No: 32019
Price: £31.99	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 62, Clear 6, Etched Brass 61	
Manufacturer: Special Hobby	
UK Importer: Hannants	



Heinkel He 219B-1 Uhu

SAM REF: 16483	
Scale: 1/72	Kit No: 5029
Price: £16.50	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 99, Clear 7, Etched Brass 11	
Manufacturer: Dragon	
UK Importer: The Hobby Company	

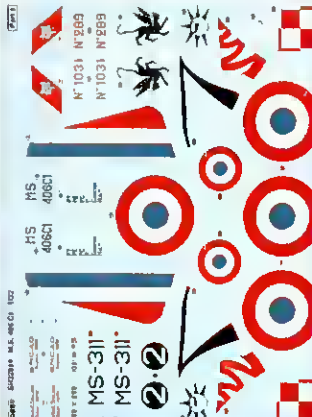
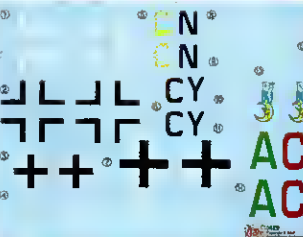



Blackburn Skua Mk II



Blackburn Skua Mk II

Scale: 1/48	Kit No: 48046
Price: £20.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 95, Resin 36, Etched Brass 13	
Manufacturer: Special Hobby	
UK Importer: Hannants	

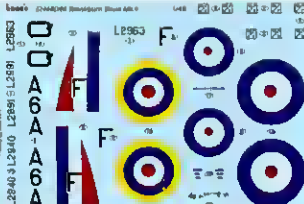

RAF B.E.2c

Scale: 1/48	Kit No: 426
Price: TBA	Decal Options: 6
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded plastic	
Parts: Plastic 87	Manufacturer: Roden
UK Importer: Pocketbond	



MiG-27 Flogger-D

Scale: 1/48	Kit No: 2661
Price: £17.99	Decal Options: 4
Panel Lines: Raised	
Status: Reissue	
Type: Injection Moulded Plastic	
Parts: Plastic 82, Clear 4	
Manufacturer: Italeri	
UK Importer: The Hobby Company	

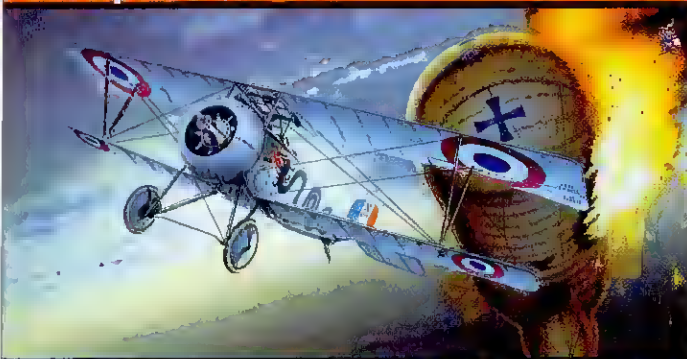



NATO NH90 TTH

Scale: 1/72	Kit No: 04489
Price: £13.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 111, Clear 14	Manufacturer: Revell



Nieuport Ni-17

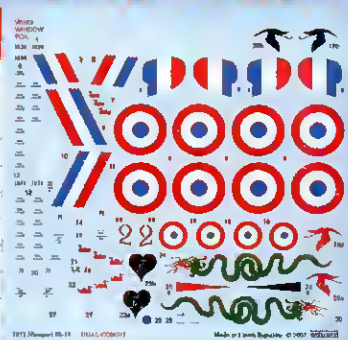


1/72 scale

Nieuport Ni-17 Dual Combo

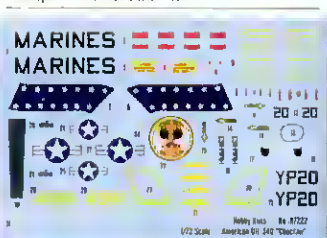
Scale: 1/72 Kit No: 7071
Price: £13.50 Decal Options: 4
Panel Lines: Recessed
Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 35 x 2, Clear 2, Etched 48 x 2
Also contains Kabuki masks for two aircraft.
Manufacturer: Eduard
UK Importer: Hannants/LSA

DUAL COMBO!



Sikorsky UH-34D Choctaw

Scale: 1/72 Kit No: 87222
Price: £8.99 Decal Options: 2
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 6
Manufacturer: HobbyBoss
UK Importer: Creative Models



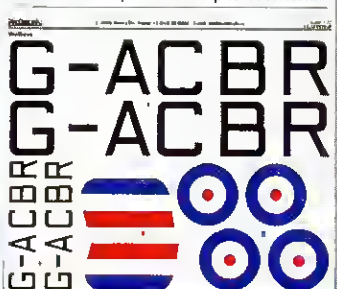
Westland Lysander Mk. I/III

Scale: 1/32 Kit No: 04710
Price: £14.99 Decal Options: 3
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 119, Clear 15 Manufacturer: Revell



Westland PV-1

Scale: 1/72 Kit No: 7260
Price: £6.99 Decal Options: 1
Panel Lines: Raised Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 48
Manufacturer: Maquette UK Importer: Pocketbond



«Линкс» Английский боевой вертолет

Westland Lynx AH.1

Scale: 1/72 Kit No: 072013
Price: £5.99 Decal Options: 1
Panel Lines: Raised Status: Reissue
Type: Injection Moulded plastic
Parts: Plastic 57, Clear 5
Manufacturer: Alanger UK Importer: Pocketbond



Sky Patrol Aviation Collection

Includes Rafale M, E-2C Hawkeye F/A-18A Hornet
Scale: 1/144 Kit No: 52312
Price: TBA Decal Options: 1
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 169, Clear 7
Manufacturer: Heller
UK Importer: Creative Models

An unusual and appealing set for the 1/144 modeller, this busy package suffers only from the fact that the Rafale and Hornet are not the best kits of their type in this scale. The E-2C is superb, and the diorama deck settings come with some nice big sheets of decals and a carrier tractor each. Given the scarcity of accessories in this scale, and the rather nice tooling of the Hawkeye, this set is to be commended.



Scale: 1/72

Kit No: B81

Price: TBA

Decal Options: 1

Status: New Tooling

Type: Resin

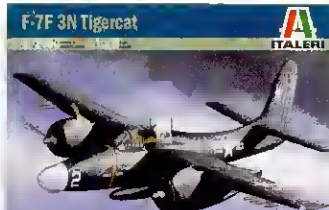
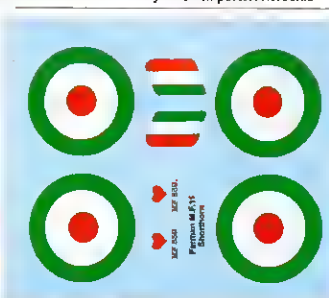
Parts: Resin 131

Manufacturer: Choroszy

UK Importer: Aeroclub

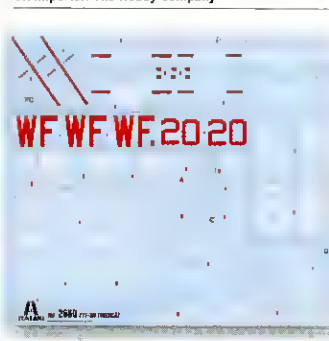
Farman MF.11 Short-horn (Italian)

Scale: 1/72 Kit No: B81
Price: TBA Decal Options: 1
Status: New Tooling
Type: Resin
Parts: Resin 131
Manufacturer: Choroszy
UK Importer: Aeroclub



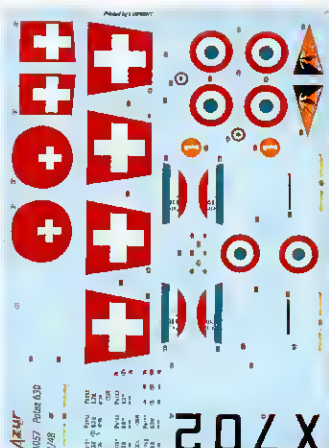
Grumman F7F-3N Tigercat

Scale: 1/48 Kit No: 2660
Price: £17.99 Decal Options: 4
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 4 Manufacturer: Italeri
UK Importer: The Hobby Company



Potez 630

Scale: 1/48 Kit No: A057
Price: £27.30 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 122, Clear 3, Resin 29, Etched 19
Manufacturer: Azur
UK Importer: Hannants



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HURRICANE MK.II C/TROP TM02416 £59.99



HAWKER SEA FURY FB.II TM01631 £10.99



GRUMMAN F6F-5N HELLCAT TM02259 £39.99



P-47D THUNDERBOLT RAZDRBACK TM02262 £49.99



SEAHAWK FGA. MK.VI TM02826 £19.99



VICKERS WELLINGTON MK III TM02823 £49.99



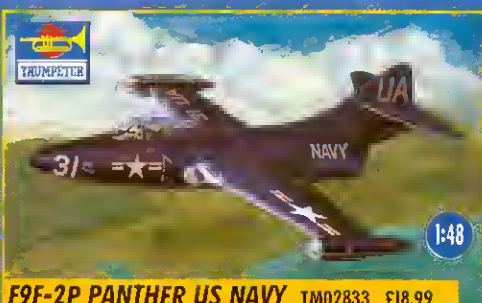
WESTLAND WYVERN S.4 (EARLY) TM02843 £24.99



FAIREY GANNET AS MK 1/4 TM01629 £12.99



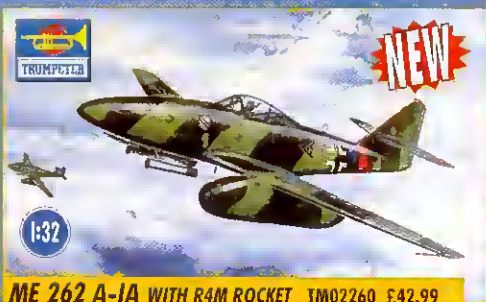
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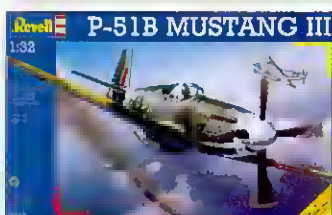
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Fiat G.55 I Serie

Scale: 1/48 Kit No: 48005
 Price: TBA Decal Options: 3
 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 87, Clear 3, Resin 14, Etched 29,
 Colour Etched 13
 Manufacturer: Flying Machines
 UK Importer: Hannants



P-51B Mustang III

Scale: 1/32 Kit No: 04740
 Price: £14.99 Decal Options: 2
 Panel Lines: Raised Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 55, Clear 4
 Manufacturer: Revell



Boeing B-52G Stratofortress 'Gulf War'

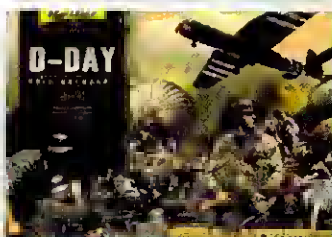
Scale: 1/72 Kit No: 1269
 Price: £35.99 Decal Options: 3
 Panel Lines: Raised
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 134, Clear 1
 Manufacturer: Italeri
 UK Importer: The Hobby Company



Junkers Ju 52 Toucan

Scale: 1/72 Kit No: 1265
 Price: £9.99 Decal Options: 6
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 138, Clear 14
 Manufacturer: Italeri
 UK Importer: The Hobby Company

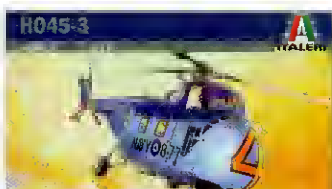
This latest reissue of Italeri's superb kit includes an option for a French machine in 1950, hence the 'Toucan' title. Readers will be pleased to learn that in spite of this the kit retains its Luftwaffe identity, with no fewer than five options for German machines, including examples with skis and spatted undercarriage. Crew figures are included, and the whole package is a typical Italeri promise of an excellent model for the price.



D-Day Air Assault Diorama set, including Horsa Glider

Scale: 1/72 Kit No: 52313
 Price: £19.99 Decal Options: 1
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded Plastic
 Parts: Plastic 140, Clear 10, Polythene Figures 62
 Manufacturer: HobbyBoss
 UK Importer: Creative Models

Opening the box reveals some old friends. Firstly — and this is what justifies its preview in an aircraft modelling magazine — the Italeri tooling of the Horsa, which is as good as ever. Included, then, are a jeep and trailer with accessories, and two bags of polythene figures — the old Airfix German Infantry, and the Paratroopers set. The paratroopers still look overscale, and all tower over the Germans, and a cautious attempt to rekindle childhood memories revealed that no matter how much glue you squeeze out of the tube, you still can't get the men with the collapsed parachutes to stand up on their bases.



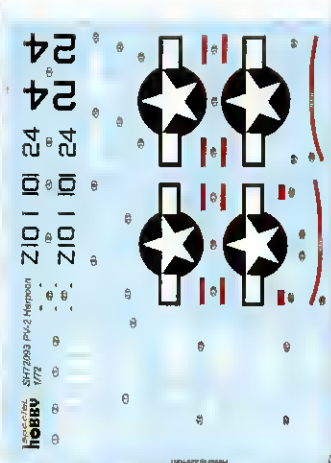
Sikorsky HO4S-3 Horse

Scale: 1/72 Kit No: 1267
 Price: £7.50 Decal Options: 3
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 52, Clear 9
 Manufacturer: Italeri
 UK Importer: The Hobby Company



Lockheed PV-2 Harpoon

Scale: 1/72 Kit No: 72093
 Price: TBA Decal Options: 4
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 108, Clear 12, Resin 6
 Manufacturer: Special Hobby
 UK Importer: Hannants



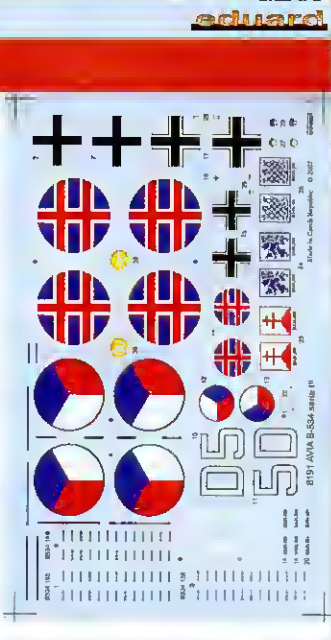
1/48 SCALE PLASTIC KIT

AVIA B.534 III serie

Scale: 1/48 Kit No: 8191
 Price: £15.50 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 93, Clear 1, Etched 68
 Manufacturer: Eduard UK Importer: Hannants/LSA

Here is Eduard's new baby, and every bit as handsome as the last one. One gets the impression nowadays that Eduard's moguls sit down together and ask each other 'what else can we put in the box?' In this instance, they have added their usual express mask to the party, and this includes templates for some of the awkward markings on the spats that will need to be painted rather than depicted with decals.

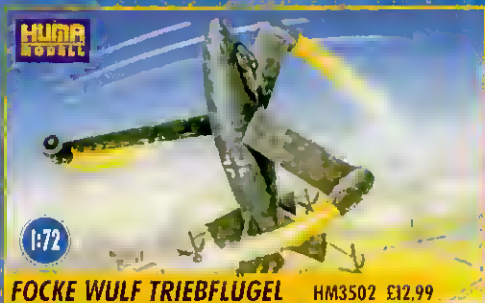
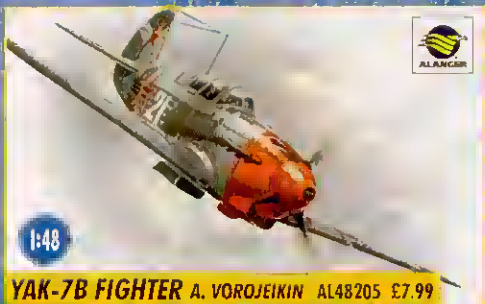
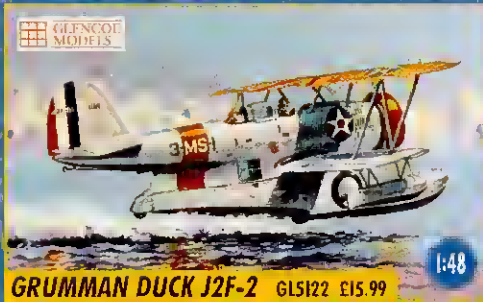
Another superb kit, and another excellent package taking us a step closer to the Bf 110 series.



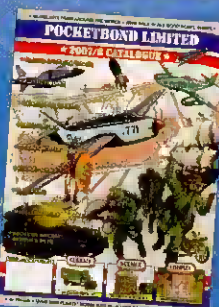
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SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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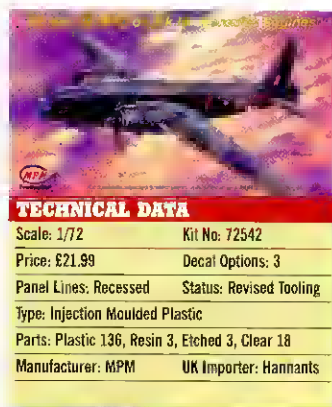
BY NEIL DUNN

This is a retooling of the MPM Mk I from several years ago, featuring new fuselage, wings, tailplanes and engines. One immediately obvious improvement is that the cylinder blocks are now one-piece mouldings rather than the previously supplied individual cylinders, which were rather fiddly to put together. Care must also be taken as there are two different C and D sprues, leading to a duplication of part numbers. I know it's *de rigueur* for reviewers of Wellingtons and Hurricanes to complain about 'overdone' fabric coverings, but I have to say I reckon MPM have got this just about spot-on. It can still be seen after several coats of paint (as it should be) but doesn't seem as prominent as on the Trumpeter 1/48 offering.

Construction

The instructions are a bit vague in places, which leads to a few problems. There are also some parts that seem to refer to the Mk I and haven't been updated to reflect the new mouldings. The instructions are also vague on many locating points. Due to this lack of clarity in the instructions good references would be most desirable.

The interior is adequately detailed with enough there to busy it up, although not a great deal can be seen when it's all put together. The fuselage interior has the geodetic framing along its length, but there are a few sink holes which I never bothered filling as they are not visible once the fuselage halves are closed up. The fuselage halves have long slots in them for the glazing characteristic of certain marks of the Wellington, and MPM provide strips to fit into these slots for the windowless Mk III. These need a fair bit of filling and



TECHNICAL DATA

Scale: 1/72	Kit No: 72542
Price: £21.99	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 136, Resin 3, Etched 3, Clear 18	
Manufacturer: MPM	UK Importer: Hannants



sanding to get flush and this smoothed down a lot of the fuselage ribbing, but this is disguised by the black colour scheme.

The front and rear turrets are very fiddly, and reading reviews of the Mk I it is obvious that I am not the only modeller to be given fits by them. The front turret especially was difficult to build and keep together. The machine guns also needed thinning down a lot before they would fit through the turret apertures. Finally neither turret wanted

to fit into the fuselage, but after much gouging and scraping I eventually managed to get them in, although I am not happy with the sit of either. The glazing for the cockpit and bomb aimer's window are both too wide for the fuselage and needed some fettling to make this less noticeable. On the other hand the transparent parts are commendably thin and clear.

The engines are a very poor fit to the wings, with a step of about 1 mm all the way round, as well as a step between the upper and lower nacelle stubs on the wings. The air scoops for

the oil cooler and carburettor have solid inlets, so will need hollowing out or replacing with scratchbuilt parts. Slots are provided in the fuselage for the tailplanes, but the tailplanes themselves have no tabs — I superglued a piece of brass rod into the slots and secured them onto that.

Colour Options

Three options are provided: KO-P of 115 Squadron RAF, VR-Q of 419 (Moose) Squadron, RCAF and KW-E of 425 (Alouette) Squadron, RCAF (my choice). All are in the standard Bomber Command scheme of Dark Earth and Dark Green over Night Black with minor variations in the camouflage scheme and markings. The decals, by AviPrint of Italy, are excellent — very thin, and the colour density is also good. They settled down nicely with a coat of Klear.

Conclusion

This was a kit that I had to fight every step of the way — there was barely a part that didn't need scraping, cutting, gouging, shaving, filling and sanding to get to fit. It's certainly not for a beginner, in fact I would recommend it only to those modellers who have the skills, patience and references to do the kit justice. Some reviewers commented on the same manufacturer's Mk I that they felt it had pushed MPM into the same league as the mainstream companies, but on the basis of this kit I would have to say that they still have some way to go.

SAMI



Spitfire Mk 22/24

REVELL

1/32

BY TIM LARGE

Inside Revell's usual-style box you find six sprues tightly packed into a plastic bag, five of which are in a light grey plastic holding 127 parts and still bearing the original Matchbox kit number PK 501. All panel lines are recessed, with raised detailing where appropriate.

Unfortunately, on this review sample the moulds were just slightly misaligned, requiring work on all the parts to make them usable. The clear sprue, in its own bag, contains three parts and luckily did not suffer the moulding problem. There are also Revell's usual comprehensive A4 instruction booklet and large decal sheet.

Construction

After the parts have been cleaned up, work can begin. Just for once this all kicks off with the 15-part Rolls-Royce Griffon engine. As with the rest of the build, a great deal of filing, clamping and general fiddling about is required to get the parts to fit, but the end result is acceptable, if basic. The exhausts were drilled out (as were the gun barrels) just to add a little realism. The cockpit,



The wing comprises eight parts, plus the four 20 mm Hispano cannon assemblies. There is no detail in the wheel wells, nor are the undercarriage torque links supplied. Once the wing has been built up its fit to the fuselage is more or less trouble free, as is the rest of the build from this point on, apart from one final problem: the engine-to-fuselage fit is compromised, as the male/female mounting points on the engine and the nicely detailed engine bearers do not align. Once this was resolved, I still had to build up the lower part of the front mounting plate (which



based in Malta circa 1948 and 613 Sqn Royal Auxiliary Air Force, circa 1949 (the subject of this review), and a Mk 24 from 80 Sqn in Hong Kong in 1951. All three have a camouflage finish of Ocean Grey/Dark Green upper and Medium Sea Grey undersides. I used the relevant Humbrol colours throughout the build, apart from the Sea Grey, which I considered too dark, replacing it with Humbrol's generic gloss light grey 40.

As one would expect, the decals are up to Revell's usual high standard, with a full set of stencils for one aircraft, the relevant individual aircraft marking and two styles of national marking, C-type and post-war D-type. The application of the decals was exemplary, with a little help from Micro Sol.

Conclusion

I believe this is the first time Revell have boxed this kit, and about time too! It was the first of Matchbox's big scale kits and it appears not to know if it's a model or a toy. It captures the look of the late Spitfire, but is let down by the lack of an accurate cockpit, and as there are no aftermarket products for the Spitfire 22/24, you will have to scratchbuild and/or adapt other Spitfire resin/etched sets or use the Hasegawa Mk V to sort this out. It's a shame Revell didn't take the opportunity to add some new update parts as they did with their big MiG-21. Despite all that, even out of the box it does look rather nice!

SAMI



made up of nine parts, bears only a passing resemblance to the real thing, and there is no sidewall detail apart from moulded ribbing on the fuselage sides and the port side fuse box — not even a gunsight! Oddly enough four fuel tanks are supplied, but as they can't be seen I didn't bother to fit them.

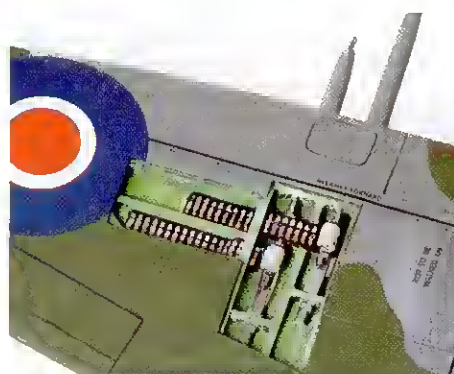
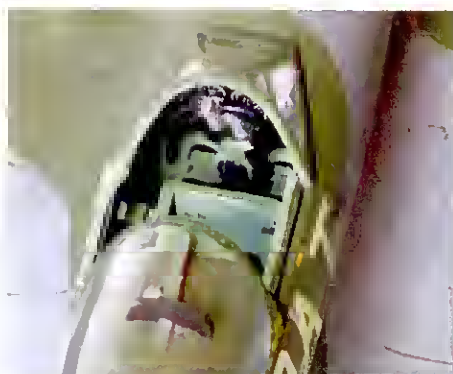
is moulded into fuselage) with plasticard and filler so it was flush with the upper part 79 which fits onto the engine. After all that it came as a pleasant surprise to find that the top engine cover still fitted!

The final items to be added are the two parts of the canopy. Both are very clear, but the plastic is somewhat thick,

The fit of the sliding hood to its separate frame is not good, so I had to use liquid poly, and even with a coat of Klear there was some damage.

Colour Options

You are given the choice of three aircraft: two Mk 22s, from 73 Sqn



Fairey Fulmar Mk I

MPM **1/48**

BY ANDY SCOTT

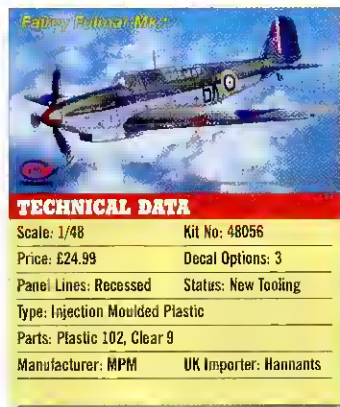
MPM's kit is the first all plastic model of the Fulmar in 1/48th scale and is well moulded with nicely engraved panel lines. Some very small locating pins are present but basically this is a high quality limited-run kit. There are 106 parts moulded in grey plastic and 13 in clear. This clear plastic is fairly brittle and doesn't like to be stressed. No resin is included in this issue, but by all accounts MPM will be issuing a Hi-Tech version later.

Construction

As always the construction starts with the cockpit, or cockpits in this case. The only really necessary addition to the multitude of parts provided is a set of seatbelts. I used a pair from an old Airwaves fret. The fuselage halves fit together well with just a spot of filler needed aft of the pilot's cockpit. However, the under-fuselage insert for the arrestor hook is a little too narrow and needs forcing out with a couple of spacers to get a tighter fit. The wings fit nicely together with a good amount of detail contained on the separate wheel wells. The only problem area is the separate gun panels, which don't fit too well. The wing-to-fuselage joint is excellent except at the rear where I had to pack the joint with some plasticard to get a good fit. The tailplanes are also a very good fit.

One area needing careful attention is the radiator assembly. When I first added part E4, which looks like an under-fuselage insert, I thought it was far too small and a lot of filler would be needed. However the radiator front, part E2, needs to slot into the gap at the rear of E4 and then the main radiator fairing part E1 will fit snugly over these pieces and nicely finish off the wing/fuselage joint. As usual a dry run or two will help to get the sequence right.

Other than that the only other pitfall is the rear cockpit canopy. It is moulded in three sections. The rear section is significantly narrower than the fuselage. I initially thought that the middle section



TECHNICAL DATA

Scale: 1/48	Kit No: 48056
Price: £24.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 102, Clear 9	
Manufacturer: MPM	UK Importer: Hannants

was meant to slide over this so didn't worry, but on consulting the 4+ book I realised that the middle section actually slides under the forward section to allow the observer to enter and exit. I needed then to ease the rear section until it was wide enough to match the fuselage contours. This is how I found that the plastic is brittle!



model as N1882/R of 806 NAS in the early paint scheme. N1882 was one of three Fulmars involved in shooting down an Italian CANT 501 to claim the first Fulmar kill. My excuse is that I was able to create the scheme by using the kit decals, so actually unwittingly MPM have provided a fourth choice.

need to be boxed in to provide a home to the well-moulded light lens provided. The carburettor intake inside the radiator is missing and needs to be created from spares.

I really enjoyed building this kit of one of my favourite



Colour Options

MPM provide three options on a small but nicely printed sheet. The red of the roundels looks a little bright but early in the war some manufacturers were using up old paint stocks, so the choice is yours. In chronological order they are N1892/6K of 809 NAS on HMS *Victorious* in 1940 with the Sky Grey demarcation line at mid-fuselage level; N2005/7C of 803 NAS on HMS *Formidable* in February 1941; and N4032/7R of 801 NAS also in early 1941.

I selected neither but finished my

Conclusion

Finished it certainly looks like a Fulmar and its dimensions mean it is accurate, though there are some omissions that the dedicated Fulmarophile will want to correct. There is no gunsight, and the wing leading-edge landing light bay is merely a hole that will

aircraft, but I was a little apprehensive of starting yet another limited-run kit. I need not have worried. As a model it is almost as good as anything coming out of Japan these days and is unlikely to be superseded by any offering in the foreseeable future. The omissions I mentioned are easily fixable with a little plasticard and a few spares. All I can say is, bring on the promised Skua and Roc!

SAMI



Northrop BT-1

VALOM

1/48

BY PAUL JANICKI

The plastic parts are all in a mid-blue/grey colour reminiscent of Pavla kits and contained on one sprue. A small additional packet contains the few resin parts for the engine and cockpit area. Also supplied are two canopies, one injected and one vacformed. All of the contents are nicely produced, with the main parts suffering just a little flash, as is to be expected with limited-run products. To finish off the cockpit and those 'PSP planking-style' dive brakes, a brass fret is supplied.

Construction

The assembly sequence starts with the resin engine, cockpit instrument panel and rear gunner's ring and then all the remaining fittings. The locating points for the floor are vague. I had to guess where it should fit and consequently had a bit of bother when joining the fuselage halves. I persevered and carried on with the wings, cowling, tailplanes and undercarriage.



Things soon looked up and all the joints were cleaned up and prepared for priming and painting. Of the optional transparencies I chose the vacform because it was thinner, making it easier to open up the hole for the bombing telescope, and also allowing it to fit over the rear gunner's ring. It may be that I needed to reduce the length of the ring supports as I have since noted that it sits a bit too high. Oh well!

Colour Options

Both are for pre-Pearl Harbor period finishes of silver with yellow upper wings and colourful group markings: 0603/5-B-7 of CV-5 aboard USS Yorktown in 1937/38 with tail area in red and blue cowlings ring and wing bands; and 0600/6-B-9 of CV-6 aboard USS Enterprise in the same period, with tail area in blue, wing bands and lower half of the cowlings also in blue. The decals showed signs of

NORTHROP BT-1



TECHNICAL DATA

Scale: 1/72	Kit No: 72016
Price: £19.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 47, Clear 1, Vacform Clear 1, Resin 8, Etched 34	
Manufacturer: Valom	UK Importer: Hannants

being brittle even though there was adequate carrier film. Their adhesive quality was poor and even with copious amounts of Micro Sol/Set they still didn't want to settle into the recessed panel lines. To anchor them I used Klear then sprayed on another coat of semi-gloss varnish. Overall a poor decal set and quite uncharacteristic for Czech kits!

Conclusion

Generally, a reasonable kit with a few areas that may catch the unwary. The main minus points are



the decals and poor indication of how the cockpit should be located. On the plus side the instruction sheet is printed on glossy paper with full colour diagrams and paint references to Humbrol and Agama ranges among others, with all paint needs clearly indicated. A very nice touch this. I can't help thinking that this kit is a bit overpriced considering its problems, but it will prove a welcome addition for pre-1941 US Navy fans.

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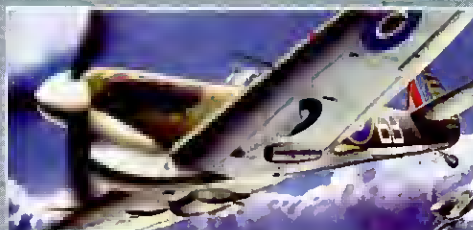


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Su-35 and Su-37 Super Flanker

DRAGON 1/144
BY ANGUS McDONALD

Parts are crisply moulded with just a tiny bit of flash, reasonably restrained engraved panel lines, a clear canopy and a good ordnance load. But look a little closer and there are worrying signs: small ejector pin marks in awkward places, the 'clear' canopy is slightly marred, a quite awful pilot, very poorly moulded intake mouths.

Construction

I could not bear to use Dragon's combined figures and ejection seats. I



TECHNICAL DATA

Scale: 1/144	Kit No: 4584
Price: £7.99	Panel Lines: Recessed
Status: Re-issue	Decal Options: 1
Type: Injection Moulded Plastic	
Parts: Plastic 47 Clear 1 X 2 (Two kits included)	
Manufacturer: Dragon	
UK Importer: The Hobby Company	

replaced them with a pair of Aeroclub's 1/144 scale ejection seat and pilot. Construction was fairly straightforward. The fuselage is split horizontally and the halves go together very well. Contrary to the instructions, you do not need to add any nose weight to prevent the model



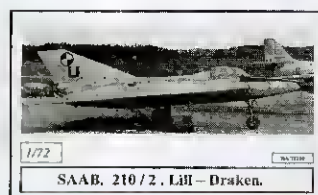
being a tail-sitter. Fit of wings, intakes, nosecone and fins isn't so good. A lot of work was needed to clean up the fronts of the intakes, and filler and much sanding were required to get the nosecone and intakes blended with the fuselage. I gave up trying to get the

wings and fins flush with the fuselage, which is why you can see the step. The exhausts are pretty crude, and wrong. The cockpit transparency does not fit at all well. Given how thin the wings are, it was surprising that the missile fins are so thick! Somewhat surprisingly, the

SAAB 210/1

DUJIN 1/72
BY TIM LARGE

Dujin have treated us to two interesting kits in the form of the SAAB 'Lil Draken' (Little Dragon) 210/1 and 2. The only difference between the two kits is the two-part nose assembly with different intakes, so this review concentrates on the 210/1.



TECHNICAL DATA

Scale: 1/72	Kit No: 72258
Price: £TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 11, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

As with all Dujin kits, the SAAB comes in a sealed plastic bag in which there are 13 resin parts, two vacform canopies and a small decal sheet. The resin items all come with a large amount



of flash, which is not a major problem with regards to the fuselage, wing and tail, but the smaller parts are held in a resin film which is a little thick around the undercarriage and two elevator hinges. The undercarriage was saveable with a lot of carving, but the hinges needed replacing. The rest of the package is made up of an A4 sheet of paper with a short history and three-view drawing of the 210/1.

Construction

After cutting out and cleaning up, the overall fit of the parts is none too bad, with the only filler being needed around the joint where the front fuselage section meets with the main body of the aircraft, as there is a gap of around 3 mm on the underside. The cockpit is made up of just three parts and lacks any detail to speak of. The vacform canopies are not the clearest I've ever come across and in places are very thin, so a great deal of care is required when cutting out, as I found out. The undercarriage, once cleaned up, is nicely detailed. There are no wheel bay doors, but I did have to

replace the retraction rods as well as cutting down the undercarriage legs so the model would sit properly.

Colour Options

Just the one, in overall silver with matt black trim and anti-glare panel. The decals supplied are just for the tail markings, and these have an overall matt carrier film, so trimming is needed. You will have to provide your own national markings, which in this case came from the Airfix boxing of the old but excellent Heller D.H. Vampire FB.4.

Conclusion

I enjoyed making this kit, despite the cleaning up and scratchbuilding. It's a little different (even for me) and interesting, as it was part of the development program for the SAAB Draken. With Revell due to release a reboxing of the Hasegawa kit, I would call that good timing. If you are thinking about buying the Revell kit you may well consider this Dujin release, as it would make an interesting companion.

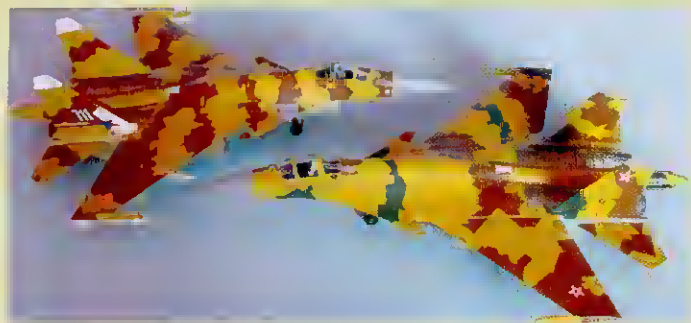
SAMI

undercarriage components are delicately represented, even if the wheel hubs look wrong. Unsurprisingly, the undercarriage doors are rather thick and would cause immense problems if the model were built with the gear up.

I get the impression that the sprues form part of a 'generic' *Flanker*, with bits added or removed to represent various marks. As such, details just do not look correct for the Su-35/37.

Colour Options

Two schemes are provided, and the colour diagrams proved very helpful



indeed, but the colour callouts are suspicious. I ignored them and matched paints up with colour photographs. The fuselage profile diagrams are reversed, port camouflage pattern being shown on the starboard side and vice-versa. I've been caught out by this before.

It is a shame Dragon did not produce the schematics to 1/144 scale. Of the two, the first is just under scale (say about 1/160), whilst the second is about 1/180. I could have used them for masking templates had they been to 1/144 scale, and there was more than enough room for that on the instruction



sheet. Needless to say my scheme is approximate. The decals are very thin and of good register, but could do with a little more adhesive.

Conclusion

If a Spitfire Mk XVI can be said to look like a Spitfire Mk I or an F-4A Phantom like an F-4J then these aircraft look like an Su-35 or Su-37, and to the untrained eye they do. But when you look at them in detail you begin to notice discrepancies: the nose isn't quite right, the canopy is too deep, the fins look a bit odd, the exhaust cans are completely wrong. Matters are not helped by the fit

issues with the wings, canopy and tail fins or the rather poor missiles. In contrast, other areas of the kit exhibit excellent fit, wings, fins and tailplane being commendably thin, with almost razor-sharp trailing-edges. And you get a fair ordnance load. Decals are reasonably comprehensive, though none are provided for the missiles.

A beginner can easily cope with this kit, though the splinter camouflage would be a challenge. An experienced builder might get frustrated by the shape problems or regard them as a challenge to correct.

SAMI

Arado Ar 96A

SPECIAL HOBBY 1/48

BY DON ROBSON

Most of the parts in the kit are from the previously released later version of this aircraft, the Ar 96B, and they are moulded in soft grey plastic. A new resin engine cowl and cockpit are included to create the earlier 'A' version. The easy to follow instructions are on two sheets of folded A4 containing exploded views and three colour schemes.

Construction

I started by carefully removing the forward engine cowl from the injected parts. Those of you who are nervous about carrying out surgery like this need not worry, as the cut is straight and along a panel line. The major part of construction is centred on the cockpit interior. Replacement sidewalls, instrument panels, seats with cast-on seatbelts and a cockpit floor are included, and thanks to that large clear canopy all this is visible. Care taken now will be repaid later when the canopy is fitted — the bulkhead behind the front seat needs to align with framing on the canopy. The interior was painted grey



with various washes and dry-brushing to bring out the detail.

After joining the fuselage and correcting the joint it was on to the wings. This is where I hit the first snag: the wheel well is a one-piece resin casting that is sandwiched between two upper wing parts and a single lower wing. I had to remove a lot of material from the casting to make it fit, and only after removing further material from inside the wing was I finally able to



close the wing joint. There is an air intake on the lower wing that the earlier model does not have. It has to go! The resulting hole was taped over and filled from the inside. The wings were a perfect fit onto the fuselage. Not so the new front engine cowl, where filler was needed around the lower wing/cowl joint.

It was then on to the tail unit, with the fin and tailplanes fitting without any problems. The vacform canopy was cut out and carefully trimmed to fit the cockpit aperture, but was left off until painting and decalling had been completed. This left only the fragile undercarriage and propeller to be fitted.

Colour Options

Decals for three schemes are supplied, for the German, Slovak and Hungarian air forces. I chose the Hungarian as it was most colourful, and as it turned out, most challenging. It carried green, brown

and grey camouflage with light blue undersides, a red/white/green-striped fin and tailplane, and yellow panels on the lower wingtips. The fuselage also had a yellow identification band behind the cockpit. The WWII Royal Hungarian Air Force markings consisted of white-on-black crosses and black unit numbers. Judging by my research material, the Hungarian decals supplied in the kit are on the large size. They went on to the model without any problems.

Conclusion

This is not a kit that can be rushed. It needs careful thought and patience to be made into a nice replica. Only when paint is applied will you begin to appreciate the amount of surface detail. With a little skill it builds into a colourful representation of this aircraft, and I recommend it to all.

SAMI



P-40M/N/Kittyhawk Mk IV

ITALERI 1/48

BY PAUL GILSON

This is another reissue of the ERTL P-40 kit which has appeared in several disguises. The kit contains parts to make an 'M' or 'N' version, but with a few shortcuts. There is also a new decal sheet with the six new options, allegedly covering three P-40Ms and three 'Ns'. The instructions comprise nine pages of diagrams, colour schemes and details of the modifications required for the two variants. The P-40M was known by the RAF as the Kittyhawk Mk III and the P-40N as the Kittyhawk Mk IV.

Construction

The cockpit as supplied is well appointed and produced a good level of detail after painting and dry-brushing the highlights. Next you have to choose which variant to make, as the P-40N



TECHNICAL DATA

Scale: 1/48	Kit No: 2658
Price: £11.99	Decal Options: 6
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 62, Clear 7	Manufacturer: Italeri
UK Importer: The Hobby Company	



requires some minor surgery to the fuselage halves to remove the area behind the cockpit and fit the cut-away version. As with the last ERTL tooling I built it needs a couple of plasticard

fillers in the nose or you will find the propeller spinner is wider than the fuselage section. Construction was very easy and there were only a few minor tweaks needed, such as drilling out the

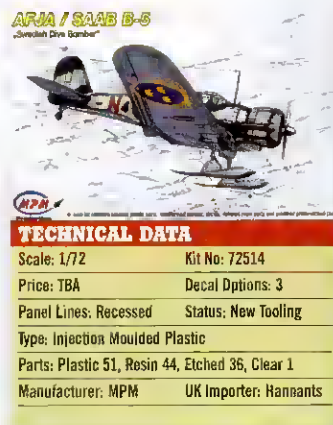
nose section vents and adding some plasticard to complete the wheel wells. I also replaced the gun barrels with fine tube — from an inkjet refill kit — and fitted the gunsights on the nose from

AFJA/SAAB B-5

MPM 1/72

BY PAUL JANICKI

Do you remember when one bought a kit with a view to converting it to a subtype with some alterations to its original outline? Do you recall having to come up with ways of achieving this with balsa wood and talcum powder and various other materials? Well this kit has the conversion parts included among its original injected parts of the Northrop A-17 to make it a AFJA/SAAB B-5 all in one box! MPM have included all that is needed to produce the subject on the box with a bundle of resin and etched parts plus the section of the required style of canopy as a vacform. All the resin pieces are well produced and the etch fret has pre-coloured items to ease the pain. And, as you have now gathered, the injected parts are of the A-17 Nomad or one of the derivatives of the kit/type issued by MPM in previous boxings. This SAAB issue, I think, completes the family, thus making an interesting line-up of types stemming



TECHNICAL DATA

Scale: 1/72	Kit No: 72514
Price: TBA	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 51, Resin 44, Etched 36, Clear 1	
Manufacturer: MPM	UK Importer: Haneants

from one design.

Construction

The main bit of surgery required deals with the forward portion of the fuselage. This is to accommodate the new resin nose and its multi-part Pegasus engine. The cockpit is entirely made of the etched parts but as this medium is not my favourite I used the kit seats and gun



mount as I could not face trying to get perfect ring mounts from such wafer thin etchings! I did use the seatbelts and instrument panels as these were fairly straightforward and gave a better overall finish than I could achieve with a paintbrush.

Once the fuselage is complete the wings and tailplanes can be fixed in place and then the modeller has to decide which undercarriage arrangement to employ. Resin replacements are supplied for these too, as are all the additional fitments below the wing for the bomb mounts.

Having come this far, it is now a good moment to deal with the canopy. The SAAB had a raised bulge to the sliding section of the pilot's hood and this is the part supplied as the vacform element. Carefully cut away the windscreen section and the rear section from the injection part included and replace the resulting gap with the new bit. This operation was successful for me but I found the new vacform part quite thin and ill-fitting in the closed position, so opted to fix it open.

Of the three options I chose the

scheme shown on the lid and fixed the skis on by ensuring the model was put on a flat surface to set. The last few items to fit are all the easily 'knock-offable' bits and these were glued in place after all main painting and decalling was completed.

Colour Options

The three options provided include the whitewashed winter scheme as depicted by the finished review model and shown on the box, a green and blue-grey example with wheeled undercarriage, with or without spats, and an overall silver-finished SAAB, again with skis or wheels.

Conclusion

I think MPM have introduced to us what could be a new concept in modelling by including a conversion kit within a kit. The package is well thought out and the end result is rewarding. Hopefully we could see more of this type of package from the likes of MPM or others and be inspired to do some *proper* modelling!

SAMI



etched parts found in the spares box. Everything else fitted well and the model was soon ready for painting.

The kit has the option of two 500-lb bombs and a centreline drop tank, which I fitted. I'd chosen a P-40M/Kittyhawk Mk III so didn't have to use the lower cockpit rear section of the P-40N. What the kit instructions do not show is that for a P-40N you should also remove one of the wing guns from each side and fit slightly smaller wheels. I actually found the kit wheels are larger than the wheel wells anyway, so surgery would be required for a model with retracted undercarriage.

Colour Options

Six colour schemes are given on the instruction sheet, covering the two variants and a range of colour schemes.

- A. Kittyhawk Mk IV RAAF No 80 Squadron base in Indonesia, 1944 in olive scheme with white tail and rudder.
- B. Another Mk IV of RNZAF No15



Squadron, Henderson Field, 1943.

- C. Another olive aircraft from NEI 120th Squadron 1944.
- D. An aircraft from No112 Squadron, of which more later.
- E. USAAC 49th Fighter Group aircraft in New Guinea, 1944, in bare metal.
- F. Another bare metal aircraft, from Brazil aircraft in 1954.

The colour schemes show some confusion between the marks of aircraft and this was well demonstrated by the one I chose. Being a fan of the Shark Squadron I wanted to do the 112 Squadron aircraft with the shark's teeth. This is shown as a Mk IV in overall dark green, but the squadron history says this aircraft was actually a Mk III which still

retained its desert scheme. Photographs also show that the squadron code letters are the wrong shape and colour — they should be Sky not white, and are shown the wrong way around on the starboard side. Finally the underwing roundels are different and need yellow outer rings. These were all corrected with decals from the 'leftovers' box and the kit ones that I did use were very good, with strong colour density and no silvering.

Conclusion

Despite its age this is a good kit that went together with only minor additions, and with an interesting range of colour schemes that can produce a fine model out of the box. It does need a bit more work for the 'N' version, which isn't covered in full. My only negative comment would be the accuracy of the colour schemes chosen, and I do wonder just where that 112 Squadron scheme came from.

SAMI _____

Parnall Plover

CHOROSZY 1/72
BY DAVE HOOPER

Opening the box reveals the usual crisply moulded pieces of creamy yellow resin on single blocks. There are significantly fewer pieces in this kit than other Choroszy products that I have come across, making identification of the parts much easier. The major resin parts are typical of Choroszy's output in that recessed panel lines show restraint and the flying surfaces have been nicely depicted. I usually manage to find fault with Choroszy instructions for one reason or another, but am pleased to report a complete absence of gripes or niggles in this case. I found the various construction stages easy to follow and the scale plans extremely useful. As usual painting references are by colour only.

Construction

The Plover turned out to be quite an easy model to construct and I could find no fit issues concerning the major parts. Internally the model is nicely detailed and benefits greatly from careful



brushwork. Each cylinder has two pipes coming out at a curved angle. Most of these had either broken off during the casting process or in transit. These were replaced with small lengths of wire which were glued into pre-drilled recesses and then bent and cut to shape. The location holes for the cabane struts on the upper wing are too close together, and needed to be filled and



redrilled further apart. Everything else was put together as directed on the instruction sheets in routine fashion.

Colour options

Two Fleet Air Arm options are catered for: N9702 and N9610. Both are silver doped overall with black cowling and struts. The decals were well printed, very easy to use and settled nicely on top of a coat of Johnsons Klear without the aid of softeners.

Conclusion

This is a superb little model of a sleek little Fleet Air Arm single-seater which, in its day, was somewhat overshadowed by the Fairey Flycatcher. It is nice to see a tooling of one of Harold Bolas's designs and it will be interesting to see whether a float-equipped version will follow in the near future. For some strange reason state-of-the-art toolings of British inter-war subjects are few and far between and it is encouraging to see a manufacturer better known for its Japanese inter-war catalogue breaking

into this market. Now how about a Parnall Panther or even a Peto, please? Highly recommended.

SAMI _____



Fairey Albacore

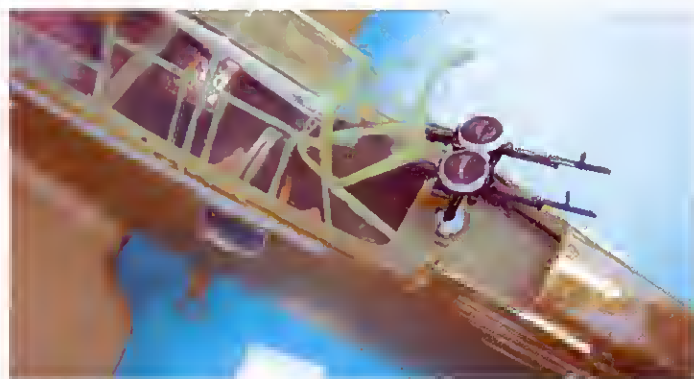
SPECIAL HOBBY 1/48

BY TONY O'TOOLE

At last Special Hobby have realised the dreams of many Fleet Air Arm modellers by releasing a kit of the Albacore in 1/48 scale, and it looks well up to their usual high standard. The kit consists of 101 injection-moulded parts, six transparencies, 60 resin parts — with 19 of these for the engine alone — and 30 etched brass parts. Add to decal options for Albacores from 817, 826 and 828 Naval Air Squadrons wearing the three most common combinations of colour schemes and markings, and you certainly get value for your £30.

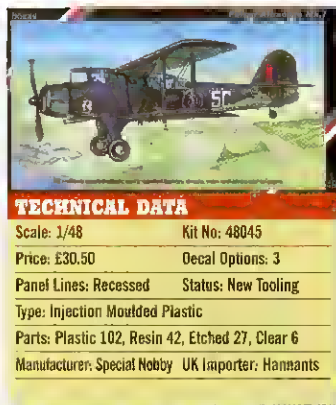
Construction

Before fixing the fuselage halves together it might be an idea to be dry-fit them with the interior parts in place in order to check the fit of the canopy. On my kit the cockpit opening was far too wide for the clear parts, which fell inside! To cure this problem the upper decking (part C14) and interior bulkheads (parts A13 and L1) were removed and cut down in



stages, test-fitting them each time until the fuselage became narrower and fitted the width of the canopy. However, there is another problem with the canopy. It is slightly shorter than the opening in the fuselage, and the fit underneath the pilot's windscreen was poor. Both of these were easily rectified using lengths of thin plastic strip to fill in the small gap below the windscreen and to act as wedges at the rear gunner's position.

After joining the fuselage the surprisingly large wings and tailplane were assembled, and even though they go together well they will benefit from having their mating edges sanded to improve fit and make the trailing edges sharper. When the tailplanes were fitted together a large gap was found along the inside edge of the elevators. This was easily blanked over with plasticard, which was later sanded until it conformed to the surrounding area. More plasticard was also used to box off the landing light bay on the port lower wing, and to make this look more realistic holes were drilled into each of the sidewalls before painting the area Interior Grey-Green and adding the



TECHNICAL DATA

Scale: 1/48	Kit No: 48045
Price: £30.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 102, Resin 42, Etched 27, Clear 6	
Manufacturer: Special Hobby	UK Importer: Hannants

landing light and its clear cover. Due to the large number of pieces, construction of the engine was slightly boring but relatively easy, and the end product was certainly worth the effort. It is just a shame to hide it under the cowl, which incidentally fits comfortably around the engine without having to whittle away at the resin cylinders.

Due to the span of the wings I had a feeling that they might sag after fitting to the fuselage, especially once the weight of

the upper wings was borne by the lower ones, so a piece of dowel was used as a spar for the lower wing. This was inserted into a hole drilled into the fuselage and the wings then slotted in place over it.

When the upper wing was attached it went into place with no problems and the outer struts fitted fine, but the inner struts were too short and had to be replaced with Aeroclub strut material. Rigging was completed using Aeroclub elastic monofilament held in place with superglue, then all that remained was to add the small detail parts that had been left off until now.



Colour Options

Polly Scale Dark Slate Grey and Extra Dark Sea Grey were used for the upper camouflage whilst the undersides were painted black, but as far as I can tell the correct camouflage pattern for the Albacore has never been properly documented, as none of the colour artwork that I've seen ever seems to fully match the camouflage demarcation lines in photographs of the actual aircraft. The kit painting instructions seem to have copied most of their camouflage and markings information from the artwork in the recent *Warpaint* Albacore book, so before following their advice I would strongly advise you to refer to photographic evidence first, especially as these are comparatively well known Albacores and pictures are readily available.

I had already started to convert my model into a late production Albacore before I was asked to write this review, so none of the kit subjects were applicable. Using spares box decals it was finished as originally intended as 8F710/S5L of 821 NAS, which has appeared in a series of famous photographs.

The kit decals represent aircraft of 817 NAS in 1943 wearing the standard temperate sea scheme with C1 type fuselage roundels and fin flash; X8942/5B of 828 NAS, Malta in early 1942, wearing temperate sea scheme with black undersides and earlier A1 type fuselage roundels and fin flash; and L7114 of 826 NAS at RNAS Ford, Sussex in September 1940 whilst operating against German invasion ports in France.

Although the kit decals look really nice at first glance the colours of the roundels

are a bit too bright, and the upper wing 8-type roundels are slightly smaller than they should be. The rest of the decals such as the codes and nose art are fine, and because they are nice and thin they settle down well onto a gloss painted surface with only a coat of gloss varnish needed to seal them into place afterwards.

Conclusion

In every picture that I can find of an Albacore fitted with ASV it has a twin set of Yagi receiving antennas fitted one above the other to the forward outboard strut of each wing, yet the kit only provides one for each side, as fitted to the Swordfish. Instead of the two Yagi antennas provided in the kit for the wings you actually need four. As already mentioned, my model was a conversion project so does not fully represent the kit as supplied in the box. The changes made to represent a later production model included replacing the single Vickers K gun in the rear cockpit with a Barracuda-style twin Vickers mounting instead, which also meant cutting away part of the rear decking behind the gun position in order to remodel it with the sliding hatch that covered the guns when they were stowed. Another alteration made was the addition of a white metal Vokes tropical filter. Armament — sadly lacking in this boxing — was also added in the form of a torpedo from the Tamiya Swordfish.

If it seems as though I have been over-critical of this model then I apologise, for without doubt this is my kit of the year by a long chalk, and when finished it certainly looks every inch an Albacore.

SAM



Squadron*A World of Modeling...At Your Fingertips.**Quality Kits**History and Details***TAMIYA****1:48 Scale****Fairey Swordfish Mk.I**

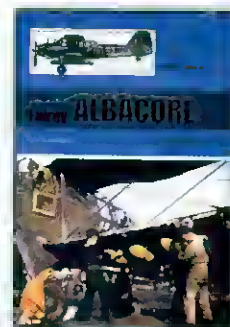
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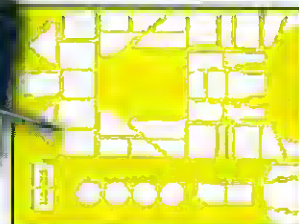
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TRUMPETER 1/48

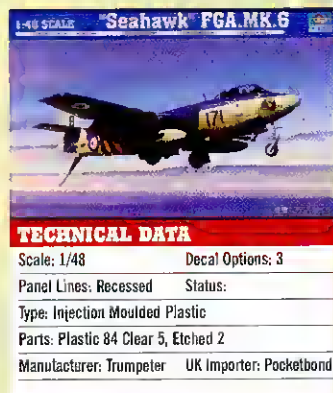
BY JOHN BISSET

This is a good time for any modeller with an interest in Fleet Air Arm aircraft or in early jets. Several manufacturers are vying with one another to produce the kits we've been waiting for, in a heartening variety of scales. Trumpeter have been significant contributors and this latest kit adds nicely to the list. The moulding is grey plastic with finely recessed surface detail. Like other manufacturers, Trumpeter have elected to mould the rear fuselage separately to allow for the later issue of a German *Bundesmarine* variant with its taller tail.

The forward fuselage and centre-section mould is split horizontally, which facilitates the building of the complicated wheel well and lower centre-section detail which is a prominent feature of the underside of any Sea Hawk.

Construction

The nosewheel bay is a rather complex construction, which after some dry runs



and a little surface scraping fitted well. Since the parts location is not precisely defined it's important to do some test assemblies as work progresses. Unusually the nose leg is moulded already attached to the wheel well floor. Take care: it is very easy to catch it in things and break it off. I snagged my jumper twice and once got the leg up my nose while checking some close work. Try not to sneeze if that happens. The leg appears to me slightly too long,



though on completion the effect was less obvious than I expected, compared against photographs.

A superbly made etched brass instrument panel with raised bezels, plus instrument film, is provided. Strangely, the moulded plastic panel to back this is distinctly too small. I made up a replacement from scrap sheet. The cockpit has a number of small switch and control boxes distributed around its walls. These have been moulded separately, which seems a waste of effort for such small items.

Although the instructions suggest fitting the cockpit tub to the upper

fuselage half, because the fitting positions were not entirely clear and clearances were evidently tight, I attached it to the lower fuselage. That allowed me to fit appropriate weights into the small spare spaces remaining. I managed to fit some lead shot either side of the nose bay and some flat lead sheet below the tub and in the ejection seat pan. 25 grams of weight was only just enough. Next time I shall use 30. The 20 mm cannon troughs on the lower fuselage, a prominent feature of any Sea Hawk, are too shallow as moulded, so careful drilling and filing was required.

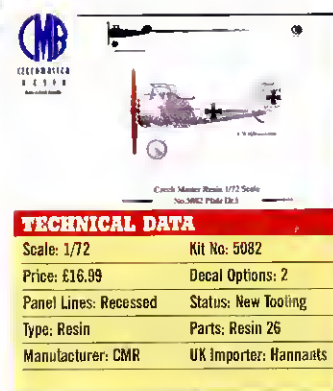
Pfalz Dr.1

CMR 1/72

BY DAVE HOOPER

Just about everybody's heard of the Fokker Dr.I, but what is perhaps less well known is that a second German Triplane saw limited service during WWI. This was the Pfalz Dr.I, dismissed by von Richthofen and von Tutschek as being inferior to the Fokker despite reputedly having a better climb performance.

This kit is another reissue from CMR with the inclusion of a nice new decal sheet. Once again I found the resin to be well cast and only one small air hole was noted and duly filled. The instructions are clear, concise and very easy to follow. Tracings of original Pfalz Flugzeugwerke drawings are also included. These are extremely detailed and immensely useful, adding a nice touch to this very comprehensive package.



Construction

Construction was relatively simple and the model was virtually free of fit problems. The cockpit is a simple affair consisting of floor, bucket seat, control column and instrument panel. There is no sidewall detail but as the cockpit opening is quite small this is not



noticeable. The Siemens rotary engine is a little gem, on which it is worth investing a little extra time at the painting stage. Most of the serious work revolved around ensuring that the triplane wing assembly was correctly aligned. This is the one area where the model required very slight modification in order to achieve a perfect fit. I often find the undercarriage construction of early biplanes to be more problematic than the wing structure, but in this case I did not encounter any fit or alignment problems.

Colour options

It is thought that around 10 Pfalz Dr.Is were built and this kit provides options for two production models that served in Jasta 73. Both were painted overall in *Silbergrau*, a simple but effective scheme. The decals were well printed and very simple to use. However, I found some to be a little oversized, especially

the rudder crosses which needed to be replaced from my spares box.

Conclusion

Whilst historically the Pfalz was overshadowed by the Fokker, few would argue that the Pfalz was the better looking of the two machines and the kit really captures the period elegance of this design very well. The model itself was fun and relatively simple to build. I was pleased with the finished results, although in comparison to earlier CMR reissues the decals were slightly disappointing. The inclusion of the scaled Pfalz Flugzeugwerke plans is an inspired move which adds depth and detail to the package, but be warned, the model does not appear to have been based on these plans! Overall though this is another high quality reissue from CMR that would be a worthy addition to anyone's Great War collection.

SAMI



The main wheel well walls and centre-section have been moulded as separate elements with lots of surface detail, piping and wiring. Once this assembly plus the intakes and jet exhaust pipes have been added to the lower fuselage, joining the two fuselage halves requires care. Fit, after a couple of dry runs, was good, ensuring filler was only needed across a small gap at the nose. After light sanding and painting this all looked fine despite my previous difficult experience with horizontal seams.

The rear fuselage attachment was not so simple. Trumpeter have sensibly made the fuselage break at the same point as in the full size machine. Unfortunately it's extremely difficult to get a good butt joint fit all round a perfect cylinder, even with internal lip supports, without benefit of bolts or other fasteners. After much struggling I ended up with a small surface step at the top and bottom of the fuselage, with good alignment and well fitting sides. There should of course be a joint line, though not a step. Sanding and filling removed the steps with some loss of detail, soon corrected with light rescribing. Unfortunately the join also



ran across the jet exhaust pen nib fairings. This was a struggle to fill and sand because it is a concave surface, hard to access. What a shame that Trumpeter didn't think to do as the real thing and supply separately moulded plates to cover the pen nibs. That would have been more useful than those tiny cockpit side boxes.

The wings assemble very cleanly, allowance being made for either folded or spread configuration, with both drop tanks and rockets included. Although the ailerons are moulded in, flaps and airbrakes are separate pieces. The Sea Hawk had an unusual split surface

airbrake arrangement, the flaps acting as the lower part. The instructions show brakes deployed while the wings are folded. Ignore this. Firstly, open brakes would have fouled the wing surface, and secondly as the wings were folded, the airbrake/flap actuator rod separated. It could not operate the brakes in that condition. A neat set of mouldings show some detailing at the fold, again with lots of scope left for further work by the enthusiastic superdetailer.

Colour Options

Decals are provided for three Royal Navy schemes, two in Extra Dark Sea Grey

and Sky, the third in the later Extra Dark Sea Grey and white scheme. I chose to model a Suez machine, using the black and yellow stripes provided. The instructions aren't clear, but with a bit of care the wing stripes fitted well enough, requiring only minor touch up. Try as I might, the fuselage stripes would not fit, being too small for the area to cover and the wrong shape. Eventually the penny dropped: stripes to fit around a curved surface must be curved when laid flat. These weren't. After removing the decals — which were surprisingly tenacious — I masked and sprayed replacements. Trumpeter's are well printed though somewhat fragile.

Conclusion

Once complete, the clean lines of the Sea Hawk and the colourful markings make a pleasing replica. Although there were some awkward moments during the build, it was definitely worthwhile. I shall be building some more. This kit could also be used for the Dutch and original Indian machines as well as the many interesting RN schemes. Strongly recommended, but please leave some on the shelves for me, chaps.

SAMI

Short Belfast CI

WELSH MODELS 1/144
BY ADRIAN TROUGHTON

Following the recent release of Magna's 1/72 kit, it seemed appropriate to take a look at the only other offering on the market — Welsh Models' 1/144 vacform.

On opening the box you are presented with one vacform sheet covering fuselage halves, engines, wings, propellers and spinners, and a bag of white metal parts that include wheels, landing gear and an inflight refuelling probe. My initial impression was that the fuselage halves were nicely done and on inspecting the wings they were good also, although the engine pods lacked any real detail. Props and spinners are unusable, and best replaced from the Aeroclub range. The decal sheet was colourful and in register with enough roundels and registrations to produce a RAF aircraft. Welsh Models' kit depicts XR367 named *Hercules* (or *Heracles* as we have seen — Deputy Editor).

Instructions come on one single-sided sheet and are very basic. The line drawings are, however, to scale and the builder will find they come in very handy to get everything looking just right.

Construction

When I had completed preparing the parts and was satisfied with the result construction commenced. Starting with the fuselage halves I decided to open up the blanked off windows and glaze them rather than employ decals. This is time consuming and patience is required, but

TECHNICAL DATA	
Kit No: PJW 46	Scale: 1/144
Price: £19.25	Type: Vacform
Manufacturer: Welsh Models	

was achieved by boring holes at the corners of each window, then using a new blade to outline the frame and filing to finish up. No cockpit detail is required as nothing can be seen through the glazing. I just painted the inside of the cockpit sides and bulkhead a dark grey.

The fuselage employs three bulkheads that need to be placed behind the cockpit, in the centre of the fuselage, and one at the rear. These add strength, as the plastic is very thin. To be on the safe side I added some ballast just forward of the bulkhead behind the cockpit — an empty Humbrol paint tinlet filled with lead pellets was a perfect fit. I then closed the fuselage with considerable difficulty, as the plastic is so thin there is very little mating surface for glue. A wing spar is provided to go through the fuselage and add strength to the main wing, and I added this and the tailplane



unit, which finished off the initial stage of construction.

The wings were tackled next, and the most difficult task here was getting the thickness right, especially at the trailing-edges. Patience and plenty of good reference material are vital to success, but I found the main wing fitted well and benefited greatly from the spars. The engine nacelles took time sanding and filling to achieve an acceptable outcome. I purchased a set of Aeroclub white metal propellers, and after cleaning up these they looked good. A white metal inflight refuelling probe is provided, and when fitted looks acceptable if not entirely the correct shape. To this I added a length of stretched sprue as the unit on the real aircraft stretches halfway down the fuselage. White metal landing gear and wheels are provided which clean up nicely.

Colour options

Just one: XR367 of 53 Squadron in gloss white and Light Aircraft Grey. Spinners

were painted aluminium, blades neutral grey and propeller tips red and white. Landing gear units received a coat of aluminium and tyres German grey. Finishing touches amounted to painting the nose tip and anti-glare panel matt black. The final task, performed after decaling was complete, was to glaze the windows with Kristal Klear.

Conclusion

A tricky, time-consuming build, but well worth the effort, and I was surprised just how well this project turned out, Vacforms may not be everyone's cup of tea but you get a real buzz of achievement when this baby is complete and you also have a unique model. These kits are not for the novice, but anyone with some experience can achieve something great with a vacform if they are prepared to put in time and effort.

SAMI

Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Baraks, Sufas and Meatboxes

CMK

The latest sets from CMK include one for the new Xtratech/MPM Gloster Meteor which will be of particular interest to British modellers, and some super sets to upgrade Hasegawa's F-16 to the modified variants used by the Israeli Air Force. All of the casting is to CMK's usual high standard, with only a small amount of cleaning up required before assembly. The instructions are clear and concise. The F-16 sets also include a small decal sheet.

1/72

Meteor F.8/FR.9 External Detail set
Product No: 7129 Price: £8.25

Designed for: Xtratech/MPM

This supplies a complete replacement set of control surfaces and airbrakes,



F-16I Block 52+ Sufa Conversion



Meteor F.8/FR.9 External Detail set

plus a detailed fuselage fuel bay that can be fitted with minimal conversion to the kit parts.

1/48

F-16D Block 30 Barak Conversion
Product No: 4191 Price: £10.70

Designed for: Hasegawa

This simple conversion for the Hasegawa kit includes the enlarged spine and fin of the Barak, plus associated ECM antennas. The small decal sheet includes markings for an Israeli aircraft without squadron markings. For those seeking a more interesting scheme you should seek out Isra Decals sheet ISRA 42.

F-16I Block 52+ Sufa Conversion
Product No: 4192 Price: £22.70

Designed for: Hasegawa

This is a complete conversion to change



F-16D Block 30 Barak Conversion

a Hasegawa two-seater into the most vicious looking F-16, the *Sufa*. In addition to an enlarged spine, large over-fuselage conformal fuel tanks, and lumps and bumps for the nose area you get a decal sheet for two options.

- 1. F-16I 107, Knights of the Orange Tail, IAF with a large orange swoosh on the tail.
- 2. F-16I 253, The Negev Squadron, IAF.

Conclusion

If you are looking to make your model a little bit different but with minimal work, these might just be the sets for you. CMK sets usually fit well. The inclusion of decals in the F-16 sets means that for those on a budget no further outlay is required, though Isra Decals do produce some very nice sheets for both the *Barak* and *Sufa* with striking tail art, that I will be putting on mine.

These items can be purchased from Hannants.

SAMI

Gannet Garnishes

ALLEY CAT

The latest releases from Alley Cat supply yet more parts for Trumpeter's new Fairey Gannet. First we have two 18-in Mk 30 Torpedoes and a group of five sonar buoys designed to fit the previously released bomb bay set. But the most amazing set so far is a complete wingfold. This is a joint effort, with Alley Cat designing the inner section of the wings to fit the Trumpeter kit and the outer sections and details coming from the excellent CMR wingfold set originally produced for that company's all-resin 1/72 Gannet. The casting on these parts is first-rate, with only minimal cleaning up required before use. The instructions are clear and

concise, using a mix of text, diagrams and black-and-white photographs of a preserved airframe. This conversion will dramatically change the appearance of the Gannet and would make a real highlight for a 1/72 Fleet Air Arm collection.

1/72

Gannet Resin Bomb Bay Weapon Set
Product: FAAM003 Price: £4.50

Designed for: Alley Cat Bomb Bay Conversion

Gannet Wing Fold Set

Product: AC72001 Price: £14.95

Designed for: Trumpeter

Conclusion

I am amazed by the quality that Alley Cat have achieved since they launched their range last year. The wingfold in particular is striking piece of work, and naval aircraft always look much more impressive with their wings folded.

Our thanks to Alistair of A2Zee Models for the review sample. This item can be purchased from his website at www.a2zeemodels.com

SAMI



Gannet Resin Bomb Bay Weapon Set

Gloves

LITTLE CARS

Little Cars are continually on the lookout for new products from other fields that may be of use to the modeller. The latest is the ProCraft Professional Multipurpose Glove. These Lycra gloves are hypoallergenic and are safe to use on archival and photographic use. But their main advantage to the scale modeller is that they enhance your grip when holding small parts, and you will not leave grease from your fingers when handling your completed models. Unlike the more familiar surgical gloves, these are far more pleasant to wear. Available in a selection of sizes from XS to XXL, there is a handy measuring guide on the side of the box to ensure you obtain a perfect fit.

Conclusion

These are a handy (no pun intended) addition to the modeller's toolbox and are available from the Little Cars stand at most major model shows or online from www.littlecars.co.uk, and we thank them for providing a sample for review.

SAMI



Gannet Wing Fold Set

Lumps, Bumps and Pods

AIRES

A number of interesting items from Aires this month, but we start with another manufacturer's product. A few years ago Twobobs produced their first 1/32 decal sheet, devoted to Aggressor F-16Cs in very attractive camouflage schemes. The only downside was that these aircraft carried the AN/ALQ-188 electronic attack training pod, not then available in model form. Now Aires have produced this pod and its associated airframe 'lumps and bumps', so at last I can add one of these unusually non-grey F-16s to

my collection. In 1/72 scale there is also a nice set of exhausts for the Italeri B-58 Hustler. I hope Aires might consider a complementary cockpit set for this aircraft in both 1/72 and 1/48 scales.

1/72

McDD A-4E/F Skyhawk Cockpit Set

Product No: 7158 Price: £5.40

Designed for: Fujimi

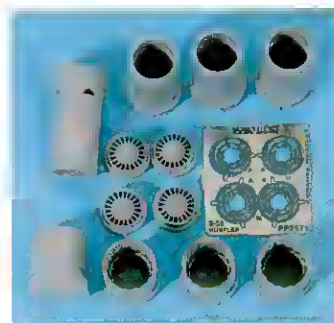
B-58 Hustler Exhaust Nozzles

Product No: 7171 Price: £10.99

Designed for: Italeri



McDD A-4E/F Skyhawk Cockpit Set



B-58 Hustler Exhaust Nozzles

1/48

British Phantom II FGR.2

Product No: 4288 Price: £12.70

Designed for: Hasegawa/ Revell

Focke-Wulf Fw 190A-3 Cockpit Set

Product No: 4327 Price: £7.25

Designed for: Hasegawa

Martin-Baker 7A Mk 1 Ejection Seats

Product No: 4329 Price: £4.50

Designed for: British Phantoms

1/32

AN/ALQ-188 Elec. Attack Training Pod

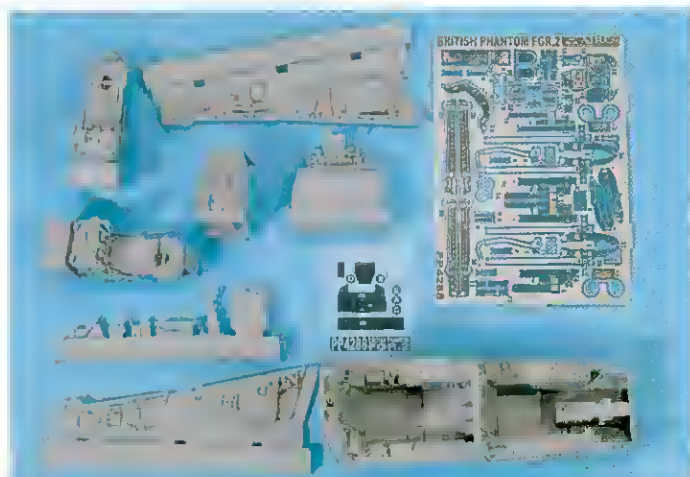
Product No: 2047 Price: £7.25

Designed for: F-16C

F-15C Eagle (Early) Cockpit Set

Product No: 2060 Price: £16.70

Designed for: Tamiya



British Phantom II FGR.2



AN/ALQ-188 Electronic Attack Training Pod

Conclusion

The electronic training pod was the highlight of this month's releases for me, and I am hoping that Aires might consider producing more underwing stores in all major scales.

Our thanks to Aires for the review samples. These items can be purchased from LSA Models and Hannants.

SAMI

Tread Carefully

MASTERCASTERS

The latest releases from Mastercasters are what I call 'must have accessories', as they supply parts that are virtually essential for a completion of a project. As in most recent Mastercasters releases, we have a selection of wheels designed to replace the vinyl ones that Trumpeter provide in their kits. These resin tyres are slightly 'weighted' and provide superior hub detail to the kit parts. The highlights of this month's new releases are two sets for the new Roden S.E.5a.

1/32

Su-27 Flanker Wheels

Product No: MST32002 Price: £4.50

Designed for: Trumpeter

Me 262 Wheels Small Type

Product No: MST32005 Price: £4.50

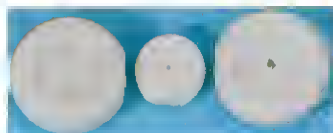
Designed for: Trumpeter

This set provides diamond pattern mainwheels and the smaller treaded nosewheel seen on late production aircraft.

Me 262 Wheels Large Type

Product No: MST32006 Price: £4.50

Designed for: Trumpeter



Su-27 Flanker Wheels

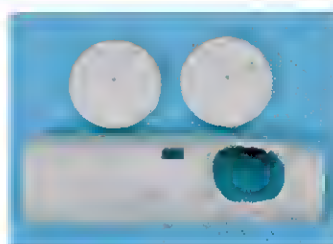
This set provides the same diamond pattern mainwheels as the previous set, but with the larger smooth-style nosewheel seen on early production aircraft.

S.E.5a Radiator and Propeller

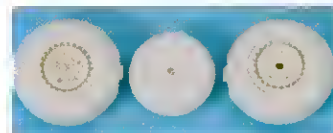
Product No: MST32013 Price: £7.95

Designed for: Roden

Compared to the kit parts the propeller has had detail added to both the front and rear of the hub, with a much more accurate front represented. The radiator has a lot of additional detail in the form of bolts, as well as the round mesh



S.E.5a Cockpit Coaming and Wheels



Me 262 Wheels Large Type

where it is visible on top of the closed louvres.

S.E.5a Cockpit Coaming and Wheels

Product No: MST32015 Price: £7.95

Designed for: Roden

The resin coaming adds the hinges and rivets along with the hatches that are missing from the plastic parts, and also adds a representation of the wooden framing to the interior. The tyres include the Palmer Cord Aero Tyre embossing on the sidewalls which will need to be picked out with dry-brushing.

Conclusion

The quality of the casting on these parts is first rate and can be recommended to all who have the appropriate kit in their pending pile. New items in production by the time you read this should be more wheel and exhaust sets for the Ki-84 and P-38 in 1/32 scale, the long-awaited cockpit and wheel well update for the Hobbycraft 1/48 scale Avro Canada CF-100, plus replacement



Me 262 Wheels Small Type

wheels for the Trumpeter Wyvern. And, getting really up to date, two sets for the just released Hasegawa P-47

Thunderbolt. The first set will add detail to the cowl flaps and wheel bay, and the second will supply a set of wheels and metal undercarriage legs. More news on these next month if all goes to plan.

Our thanks to Jay Lavery of Mastercasters for supplying the review samples. You can view the full range, plus their latest projects and news on international dealers at www.mastercasters.co.uk. In the UK these items are stocked by Cammett Ltd.

SAMI



S.E.5a Radiator and Propeller

Barrels Exhausted

QUICKBOOST

Look at those prices! Quickboost offer some of the best value aftermarket parts available, and still maintain a very high standard of casting. The F/A-18 ejection seats are so well cast that with careful painting they could be entered in a model competition in their own right, and the little fuel tank cart will be a perfect addition to any 1/48 scale Eastern Front diorama.

1/72

Messerschmitt Bf-110G Propeller with Tool

Product No: 72 086 Price: £1.99
Designed for: Italeri

B-26B/C Marauder Engines

Product No: 72 089 Price: £2.60
Designed for: Hasegawa

B-25C Mitchell Engines and Cowlings

Product No: 72 090 Price: £3.50
Designed for: Italeri



Messerschmitt Bf-110G Propeller with Tool

B-24J Liberator Gun Barrels

Product No: 72 091 Price: £1.99
Designed for: Minicraft

Ilyushin Il-2 Exhausts

Product No: QB 72 092 Price: £1.50
Designed for: Eduard

AN-A-4 Radar Pod

Product No: 72 093 Price: £1.50
Designed for: Hasegawa

Hurricane Mk IIC Cannon Barrels

Product No: 72 094 Price: £1.50
Designed for: Hasegawa/Revell/SMER

Junkers Ju 88G-1 Gun Barrels

Product No: 72 095 Price: £1.99
Designed for: Hasegawa

1/48

B-26 Marauder Gun Barrels

Product No: 48 096 Price: £1.99
Designed for: Hasegawa

Messerschmitt Bf 109G Interior Gun Cover

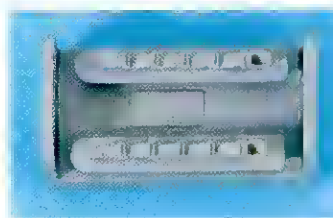
Product No: 48 099 Price: £1.99
Designed for: N/A

P-61B Black Widow Gun Barrels

Product No: 48 100 Price: £1.99
Designed for: Monogram

Hurricane Mk IIC Cannon Barrels 'Type B'

Product No: 48 101 Price: £1.99
Designed for: Hasegawa



Ilyushin Il-2 Exhausts

TBM-1/3 Avenger Exhaust

Product No: 48 103 Price: 1.99
Designed for: Accurate Miniatures

German WWII Fuel Tank Cart

Product No: 48 102 Price: £2.60
Designed for: N/A

1/32

Messerschmitt Bf 109G Gun Barrels

Product No: 32 026 Price: £1.99
Designed for: Hasegawa

Focke-Wulf Fw 190D-9 Gun Barrels

Product No: 32 027 Price: £1.99
Designed for: Hasegawa/Revell

F/A-18D Hornet Ejection Seats with Safety Belts

Product No: 32 028 Price: £4.85
Designed for: Academy

Conclusion

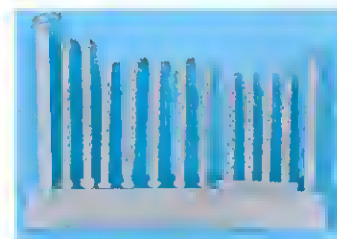
A wide selection of subject matter from Quickboost this month, all cast to this manufacturer's normal high standards.

Our thanks to Quickboost for the review samples. In the UK these items can be purchased from LSA Models and Hannants.

SAMI



B-26B/C Marauder Engines



B-26 Marauder Gun Barrels



German WWII Fuel Tank Cart

TSR.2 Treats

QUICK AND EASY

This is a new line from CMK similar in concept to Aires' Quickboost range of simple, well moulded resin accessories that retail at an affordable price.

1/72

BAC TSR.2 Wheels

Product No: CMK-Q-72008 Price: £7BA
Designed for: Airfix

A complete set of wheels for the Airfix TSR.2 which have nicely cast hub detail and a realistic 'weighted' look.

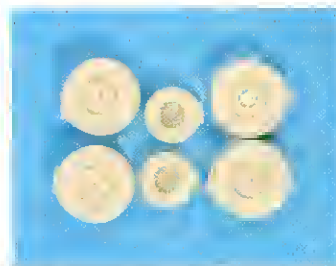
TSR.2 Electronics Bay

Product No: CMK-Q-72009 Price: £7BA
Designed for: Airfix

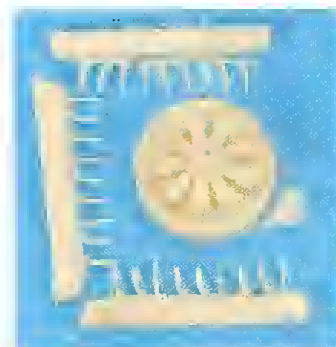
The TSR.2 preserved at Cosford has its port side electronics bay open, and this set enables you to duplicate that on your model.

Bristol Pegasus Engine

Product No: CMK-Q-72010 Price: £7BA
Designed for: N/A



BAC TSR.2 Wheels



Bristol Pegasus Engine



TSR.2 Electronics Bay

This is a nice little radial engine that is a simple upgrade for the poorly moulded examples supplied in a number of kits.

Conclusion

I hope this range is success as there is a definite market for reasonably priced resin accessories that supply that added detail modellers like, but without breaking the bank.

Our thanks to CMK for supplying the review sample.

SAMI

Smoothies

TAMIYA

Just received from the Hobby Company is what Tamiya call 'finishing paper'. Similar to the familiar wet 'n' dry, these abrasives are available in three grades, P180 being the most abrasive, then the finer P240 and lastly the finest grade, P320.

Conclusion

The abrasives on these sheets are quite aggressive, so they will be useful when sanding down large areas, but you will need to use something like Little Cars' Micro-Mesh or Mastercasters' sanding sticks to obtain a final smooth finish before painting.

Our thanks to the Hobby Company for supplying the samples. These items can be purchased from most hobby shops stocking the Tamiya range.

SAMI



Brass Bits

EDUARD

Over the past few months Eduard have been concentrating on the larger scales, but this month they have released a good number of sets in 1/72, though the larger scales are not forgotten. As usual, we have Zoom sets that contain a set of pre-coloured brass for instrument panels or seatbelts. The pre-coloured sets are also included in the larger sets, which also add a large quantity of extra detail, but at a higher price. Surprisingly we only have one mask set this month, designed for the new Trumpeter F9F Panther.

1/72

F4U-1 Corsair Birdcage

Product No: SS 270 Zoom Price: £3.70

Designed for: Tamiya

MH-53 Sea Dragon Interior

Product No: SS 276 Zoom Price: £3.70

Designed for: Italeri

MH-47E Chinook HC.3 Interior

Product No: SS 278 Zoom Price: £3.70

Designed for: Revell

SBD Dauntless Landing Flaps

Product No: 72 469 Price: £10.50

Designed for: Hasegawa

B-26B/C Marauder Exterior and Bomb Bay

Product No: 72 465 Price: £15.50

Designed for: Hasegawa

F4U-1 Corsair Birdcage

Product No: 73 270 Price: £10.50

Designed for: Tamiya 60774 kit

MH-53 Sea Dragon Interior

Product No: 73 276 Price: £15.50

Designed for: Italeri

MH-47E Chinook HC.3 Interior

Product No: 73 278 Price: £11.75

Designed for: Revell

1/48

F9F-2P Panther

Product No: EX 214 Mask Price: £3.15

Designed for: Trumpeter

Kittyhawk Mk III

Product No: FE 356 Zoom Price: £4.99

Designed for: Hasegawa

B-26 Marauder Interior

Product No: FE 372 Zoom Price: £4.99

Designed for: Revell/Monogram

Fw 190A Access and Scribing Templates

Product No: 48 568 Price: £7.50

Designed for: Eduard

B-26 Marauder Seatbelts

Product No: 49 029 Price: £4.99

Designed for: Revell/Monogram

ACH-47 Chinook Seatbelts

Product No: 49 037 Price: £4.99

Designed for: Italeri

Fairey Swordfish Mk I

Product No: 49 212 Price: £18.80

Designed for: Tamiya

Kittyhawk Mk III

Product No: 49 356 Price: £13.50

Designed for: Hasegawa

B-26 Marauder Interior

Product No: 49 372 Price: £15.50

Designed for: Revell/Monogram

1/32

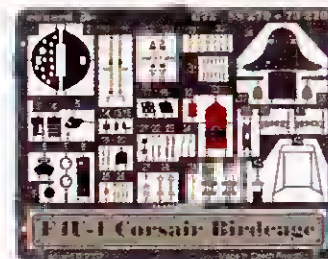
MH-60G Pave Hawk Exterior

Product No: 32 158 Price: £15.50

Designed for: Academy/MRC



MH-47E Chinook HC.3 Interior



F4U-1 Corsair Birdcage

MH-60G Pave Hawk Interior

Product No: 32 581 Price: £15.50

Designed for: Academy/MRC

Messerschmitt Bf 109K Seatbelts

Product No: 32 592 Price: £8.99

Designed for: Hasegawa

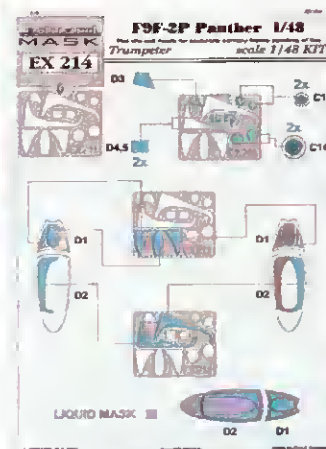
Conclusion

Eduard produce sets that, depending on the depth of your pocket and available modelling time, can produce an award-winning model or one that has just that little more eye-catching detail than one built out of the box.

Our thanks to Eduard for the review samples. These items can be purchased



B-26 Marauder Seatbelts



F9F-2P Panther

in the UK from both branches of Hannants and from LSA Models.

SAMI

Get a Grip, Brightly

JML

You know how difficult it can be to see inside cockpit interiors, wheel wells and other such hard-to-get-at parts of models when trying to install etched brass details or similar small components? JML have the answer with their Claritweeze magnifying and illuminating tweezer. Made from high quality plastic and steel, Claritweeze comes with an inbuilt torch, X2 magnifying lens, and a carrying pouch. Claritweeze will be available from late August from branches of Boots or from www.jmldirect.com, price £7.99. A male chauvinist word of warning: Claritweeze is ideal for eyebrow

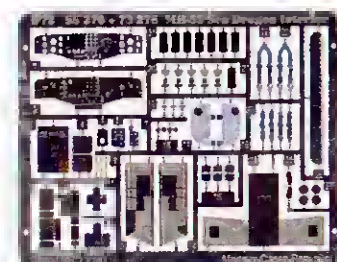


plucking (to which end a shaper brush is included in the set), so don't be surprised if yours disappears into your partner's makeup kit.

SAMI



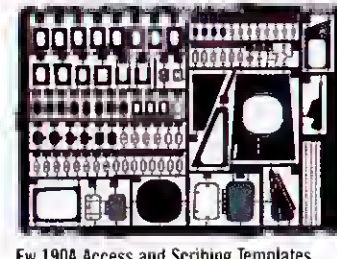
Kittyhawk Mk III



MH-53 Sea Dragon Interior



B-26 Marauder Interior



Fw 190A Access and Scribing Templates

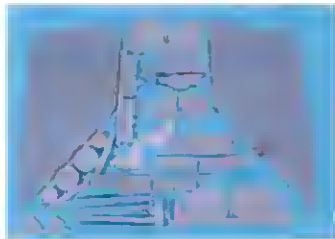


Phantastic!

CUTTING EDGE

The first 1/32 scale kits by Tamiya were a range of F-4 Phantoms concentrating on variants such as the 'C', 'D', 'E' and 'J' that featured the later-style bulged inboard wing. Unfortunately this meant that unless a modeller was very skilled it was impossible to build the first and most colourful 'B' (or later updated 'N') variants used by the US Navy during the Vietnam War. Now Cutting Edge has come to the rescue with the first three sets in a series of resin parts and decal sheets that will enable you to add the early operational Phantom variants to your model shelf. Cutting Edge tell us they will release the very first Phantom (F4H-1) in both 1/48 and 1/32 later this year.

It is important to stress that these sets are designed to work only with the Tamiya 'J' and 'C/D' and must not be used with the Revell Phantom family.



F-4B/N Airframe Conversion

1/48 1/32

F-4B/N Airframe Conversion

Common Parts for Tamiya F-4C/D or F-4J

Product No: CEC32180 Price: \$84.99

This is the core set of the whole conversion. We start with the instructions and these are very clear and concise with colour photographs illustrating all the major steps in the conversion. Though this is a comprehensive conversion the chatty style of the instructions makes it all seem simple and clearly warn about any pitfalls you may encounter. I particularly like the way they continually emphasise the importance of preparation of the kit parts exactly as shown in the instructions if you want to save yourself a lot of work later on; now we all read instruction books before we start building a model, don't we?

The resin parts in all three sets are beautifully cast in grey resin with only a small amount of cleaning up required before use. This set supplies the flat inner wing upper panels, inserts for the lower wing surfaces, detail parts for the inside of the undercarriage bays, new 'flat' undercarriage doors and speedbrakes, and the thin-section wheels. Also supplied are a selection of antennas for the AN/ALQ-126 ECM system and a fin cap, either a plain one or fitted with the lumpy AN/APR-32 system.

As cast the inner wing panel comes complete with a small bump above the

main undercarriage leg. This was not present on the very early airframes but as Cutting Edge note it is far easier to remove this than to add a separate resin part in the correct position, especially as only a few 'Bs' did not have it.

A bonus feature included in this set is the rear fuselage vent panel that is the wrong shape and in the wrong position as supplied in the kit. These parts are needed if you are building any Tamiya F-4 and I expect will be released separately in the coming months.

Once you have the base set you will have to purchase one of the two following sets to complete the conversion; this was a clever idea as it Cutting Edge had included all the parts needed in one set it would have greatly increased the price.

F-4B Airframe Conversion for Tamiya F-4C/D

Product No: CEC32185 Price: \$34.99

This set supplies the specific parts needed if you are starting with the Tamiya F-4C/D kit. This is, of course, the Air Force variant, so we start by adding the catapult hooks, Navy nose gear door, parapack door and US Navy probe inflight refuelling system. The resin parts enable you to mount the probe in either the retracted or far more interesting extended position.

The F-4C/D kit supplies early-style unslotted stabilizers which are correct for F-4Bs up to Block 25. If you are building a later 'B' model or an 'N' this conversion includes the slotted stabilizers installed on these aircraft. Finally, you get two Navy-style inner pylons which are a completely different shape from those on USAF versions.

F-4B/N Airframe Conversion for Tamiya F-4J

Product No: CEC32187 Price: \$39.99

Finally, if you are starting from the Tamiya F-4J you will require this set which includes the early style radome

complete with the original IR sensor. The later version with the 'horn' sensors is provided in the basic conversion set. This is a direct replacement for the kit part, but does require some careful cutting. The Tamiya F-4J has the large J79-GE-10 engine nozzles, so this conversion supplies a replacement resin fuselage extension. To fit these you need to accurately remove plastic from the rear of the Tamiya fuselage. As the instructions state: "Be sure to cut *inside* the panel lines and do *not* remove too much plastic. Insure you understand how this area works before cutting." This step is very clearly illustrated in the instructions with two colour photographs and a line drawing, so you have no excuse if you muck it up! The last resin part in this set is a pair of unslotted stabilizers to replace the kit's slotted example, if you

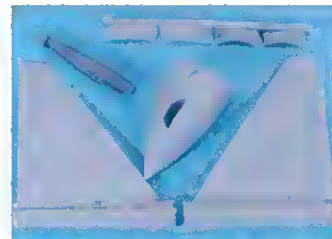


F-4B Airframe Conversion for Tamiya F-4 C/D

are building an early 'B' variant.

Conclusion

By mixing and matching from these three sets and the Tamiya kits modellers can now easily add an F-4B or 'N' to their collections. In my opinion it would be slightly easier to start with the Tamiya F-4C/D than the 'J', though this will also require some modification to the rear cockpit to correctly represent a Navy aircraft. Alternatively, if you are starting with the 'J' you will have to change the exhausts to the earlier shorter versions.



F-4 B/N Airframe Conversion for Tamiya F-4J

Of course, both of these corrections will be covered by Cutting Edge in the future as they are planning to release a US Navy cockpit set, and by the time you read this a set of superdetail short exhaust pipes should be available. Already available are replacement ejection seats, an MER multiple ejector rack, ALQ-171 ECM pod and, most importantly, seamless intakes suitable for any Tamiya F-4, plus a set of canopy and walkway masks in their Black Magic range.

In the future Cutting Edge will produce decals for this conversion, though if you cannot wait CAM Decals already have 1/32 scale 'B' and 'N' sheets available.

These are comprehensive conversions which are certainly not cheap, but then neither are Rolls-Royces, and they are limited-quantity masterpieces created by craftsman, just like this conversion.

In fact the good news for the European modeller is that the exchange rate is currently in our favour so visit Meteor Productions' website at www.meteorprod.com to order, and while you are there visit the new Dave's Blog page (blog.meteorprod.com) where all the latest Cutting Edge, Yellowhammer and PYN-UP decal news can be found.

Our thanks to Cutting Edge for supplying the samples for review.

Look for a full build of this conversion at some point in the future in your favourite magazine.

SAMI

Bulges in All the Right Places

RB PRODUCTIONS

Radu Brinza's latest offering is another detailed undercarriage set for the Bf 109, this time the 'G-6' and some of the 'G-4', 'G-10' and 'G-14' variants fitted with the kidney-shaped bulges above the wings. The instructions are very clear on how to assemble this set, but as with previous RB Production sets some skill with etched brass is required to get the best from it.

1/32

Bf 109G-6 Detailed Wheel Well

Product No: RB-P 003 Price: Euro 15

Designed for: Hasegawa/Revell

Conclusion

This set maintains the high standards that we have seen in previous RB Production sets, and if you fit this to your '109 you will certainly want to display your model on a mirror base so all this lovely detail can be seen.

Our thanks to Radu Brinza for the review sample. This set can be purchased from RB Productions' eBay shop at <http://stores.ebay.ie/radub> or alternatively RB Productions range is also stocked by MDC models@ModelDesignConstruction.com in the UK and Eagle Editions eagle@eagle-editions.com in the USA.

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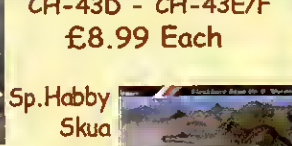
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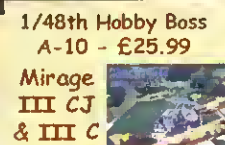
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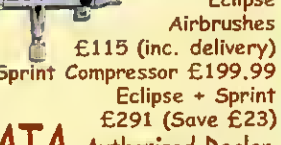
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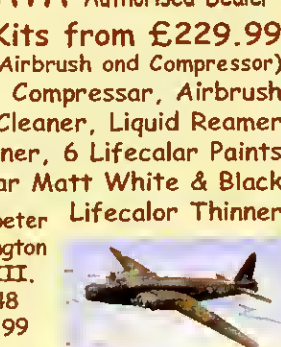
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Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

'Big Bucks'

FREIGHTDOG MODELS

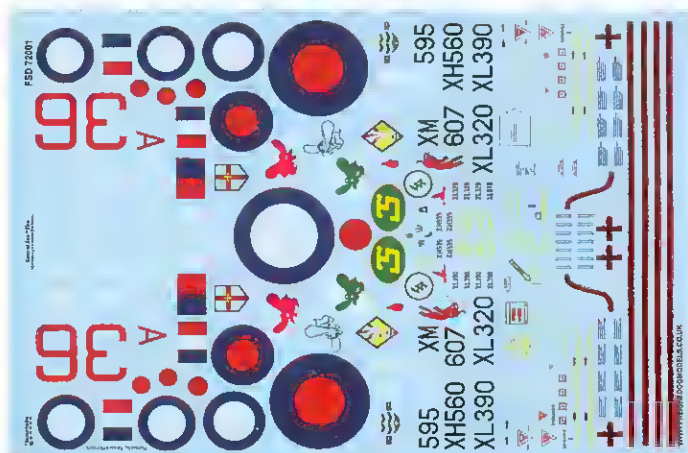
Up and coming manufacturers Freightdog have added a new sheet of decals to their expanding range of kits and accessories. 'Gods of Sea & Fire' covers both the Vulcan and the Neptune in RAF service – how many of us even remember that the RAF operated the Neptune?

The sheet comes with full colour instruction booklet, with colour art by Jon Freeman, and is an excellent precursor to the impending range of accessories for the Airfix kit.

Perhaps Freightdog would consider scaling the sheet down to 1/144, then we can build all those Monochrome Neptune kits advertised so tantalisingly on their website.

1/72FSO-72001 Gods of Sea & Fire – The Neptune & Vulcan in RAF Service

- 1. Lockheed Neptune MR. Mk.1 WX500, 1453 (Early Warning) Flight, RAF 1953
- 2. Lockheed Neptune MR Mk 1 WX522, 36 Sqn, RAF 1957
- 3. Avro Vulcan B Mk 2 MRR XH560,



- 27 Sqn, RAF Scampton 1981
- 4. Avro Vulcan K Mk 2 XH560, 50 Sqn, RAF Waddington 1982
- 5. Avro Vulcan B Mk 2 XL320, 230 OCU, RAF Scampton 1974
- 6. Avro Vulcan B Mk 2 XL390, 617 Sqn, RAF Scampton 1970
- 7. Avro Vulcan B Mk 2 XM595, 27 Sqn, RAF Scampton 1970
- 8. Avro Vulcan B Mk 2 XH595, 35 Sqn, RAF Scampton 1975

- 9. Avro Vulcan B Mk 2 XM607, 44 Sqn, Operation Black Buck, South Atlantic 1982
- 10. Avro Vulcan B Mk 2 XH607, 44 Sqn, during 'Red Flag '77, Nellis AFB, 1977

Decals are available via Freightdog at www.freightdogmodels.co.uk or tel 01342 716004.

SAMI _____

Airline Brands

LIMA NOVEMBER

I cannot understand why we do not see more civil airliners on display and competition tables at shows. They increasingly carry some attractive markings and we have a number of superb, reasonably-priced kits, and the real things are far more accessible to the average modeller than military types.

Lima November released their first sheet a few months ago and have followed it up with these three sets for 1/144 airliners, all with a Scandinavian theme. The instructions are very informative and include some nice colour profiles, while the decals are outstanding and include stencilling and windows as well as the main markings.

1/144

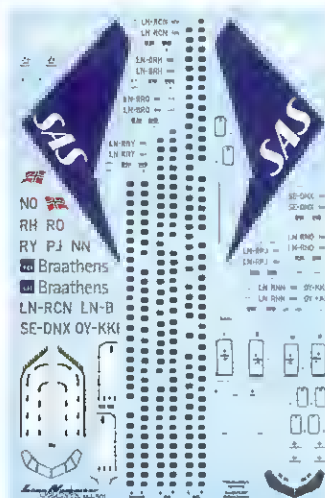
LN144-501 SAS/Braathens Boeing 737

- 1. Boeing 737-505 LN-BRH
- 2. Boeing 737-883 LN-RN
- 3. Boeing 737-505 LN-BRH
- 4. Boeing 737-683 SE-DNX
- 5. Boeing 737-783 LN-RPJ
- 6. Boeing 737-883 LN-RCN

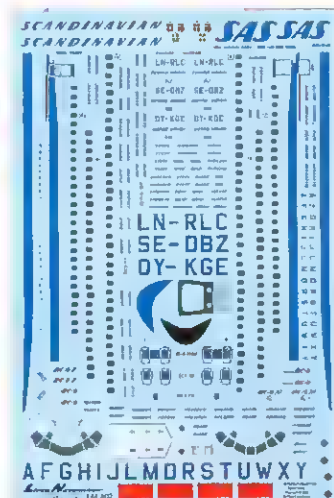
LN144-502 SAS Douglas DC-9

- 1. McDonnell Douglas DC-9-41 LN-RLC
- 2. McDonnell Douglas DC-9-41 LN-RLP
- 3. McDonnell Douglas DC-9-21 OY-KGE
- 4. McDonnell Douglas DC-9-32 SE-DBZ
- 5. McDonnell Douglas DC-9-33F SE-DBN

As well as the five options listed above the instructions provide a list of all of the SAS DC-9 fleet's registrations



LN144-501 SAS/Braathens Boeing 737



LN144-502 SAS Douglas DC-9

and names, with all of the names supplied on the decals along with a number and letter 'jungle' to make any one aircraft.

LN144-503 SAS Airbus A319 Retro

- 1. Airbus A319 OY-KBO.

SAS has for some years operated a fleet of Airbus 321s. As an addition to these, they ordered two A319s for delivery in 2006, and as this coincided with the airline's 60th anniversary one aircraft was painted in 'retro livery' and named *Christian Valdemar Viking*, after the newborn Danish prince.

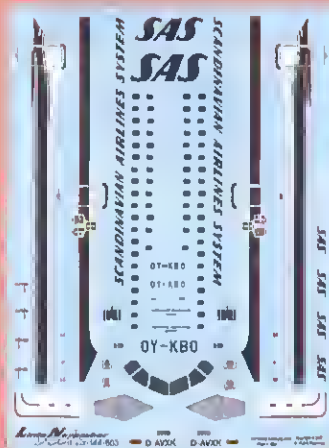
Conclusion

A nice choice of subjects that, for the

first time in years, had me looking at 1/144 civil aircraft kits at my local hobby shop. I am sure that these and further releases from Lima November will find a ready market with small-scale modellers.

Lima November decals are stocked by Hannants, Aviation Megastore and Airliner World in Europe, and AHS for those living in North America. They are also available direct for Euro12/£8.00/\$16.00 including postage from: Lima November Decals C/O Ruben Husberg, Snødevegen 4A, 4056 Tananger, Norway, email ruben.husberg@online.no. Payment can be made by PayPal, cash or bank transfer.

SAMI _____



LN144-503 SAS Airbus A319 Retro

Myth Makers

ILIAD DECALS

A new release from this Canadian company is always welcome as they tend to produce some interesting markings options for popular subjects in quarter scale. The instructions provide colour profiles and black-and-white top and bottom views. All major markings are provided for each option, though stencilling will have to come from the kit's decals.

1/48

IL48015 Strange Hurricanes

- 1. Hurricane IIb BN125, 681 Sqn., India, February 1943. The aircraft, fitted with a camera pod, was finished overall in Dark Mediterranean Blue. It was found necessary to add a yellow surround to the markings. Type 'B' roundels were carried both above and below the wings.
- 2. Hurricane I P2992, 527 Radar Calibration Squadron, Hornchurch, 1943. The aircraft was finished overall in high-visibility bright red, FS 11105. The squadron's aircraft were used for both ground-to-air and air-to-air gun and radar calibration.
- 3. Hurricane IV KZ225, 1 (Indian) Service Flying and Training School,

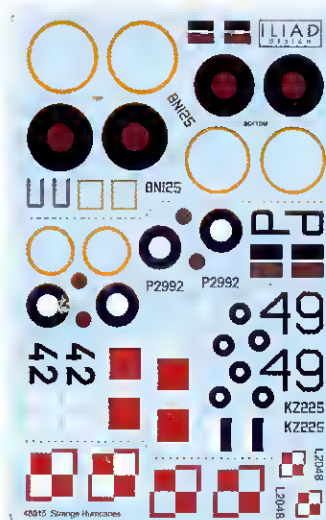
Ambala, 1946. This unarmed aircraft was finished overall in aluminium, with upper nose panels retaining their camouflage, and a blue spinner.

- 4. Hurricane I L2048, shipped to Poland in July 1939 for evaluation. It is unclear whether it was ever unloaded and used, as shortly after its arrival the ship was ordered to return to the UK because war was imminent. The aircraft was finished in standard early RAF scheme of Dark Earth and Dark Green with aluminium undersurfaces.

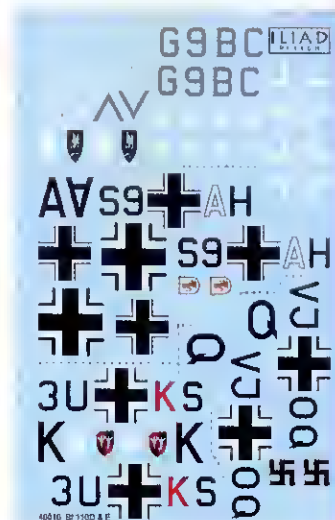
- 5. Hurricane IIB, one of a number delivered to the Turkish Air Force. The aircraft retained the standard RAF finish of Dark Green and Ocean Grey with Medium Sea Grey undersurfaces, and red spinner and rudder.

IL48016 Messerschmitt Bf 110D/E

- 1. Bf 110E-2 of Oblt Ullenbeck, II/NJG 1, spring 1942. This nightfighter was overall black with an *Englandblitz* on both sides of the nose.
- 2. The Bf 110D flown to Scotland by Rudolf Hess in May 1941. The aircraft was in standard finish of RLM 74/75/76 with 70/74/02 mottling and carried two 198-gallon tanks which were RLM 76 and RLM 74. Spinners were RLM 70.



IL48015 Strange Hurricanes



IL48016 Messerschmitt Bf 110D/E

- 3. Bf 110D-3, 8/ZG 26 in North Africa, 1941. The aircraft was in RLM 79 with RLM 78 undersurfaces, white fuselage band and RLM spinners.
- 4. Bf 110E-1 flown by Wolfgang Schenk, I/SGK 210, Russia, September 1941. Standard finish of RLM 74/75/76 with 70/74/02 mottling. The unit badge was carried on both sides below the windscreen. The spinners were black-green and white. Aircraft and tank kill markings were carried on the outsides of both fins.

Conclusion

The Hurricane sheet provides an interesting selection of schemes that will make a pleasant change from standard RAF colours, while the Messerschmitt sheet is well timed, with only a few months to go until Eduard release their all-new Bf 110 family.

Our thanks to Iliad for the review samples. In the UK these sheets can be purchased from Hannants, or direct from Iliad online at <http://www.iliad-design.com>

SAMI

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Aircraft Highlights

Two Sides to Every Story

US Army pilots hated the plane, and so did the Brits. But in their environment, the Russians proved the Zero to be more than capable. Regardless of what you think about it, it's a real thing. Hasegawa's new 1/48 is sure to please! It's here and shipping now!

Small Scale

Ready for some new challenges? Try carrying some beautiful accessories, from Velours, RS 44 in stock and ready to ship - and able to find anywhere else. Check it out!

Sure, She Needs A Facelift

And Fine Models is obliging, with new tools of the 1/48 Type 95 Model II, 1/48 Type 95 Model II Kato version (both coming in July), 1/72 M109 G-2, and 1/72 Bf109 K-4 (both available now). Get your orders in!

1/48 F-14B Tomcat VF

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Mini Tornados

XTRADECAL

Hannants have made another encouraging gesture in the direction of 1/144 with this latest scaled down sheet, which is a composite of previous releases in the larger scales. Aimed at the new Revell kit, the sheet features a nice mix of aircraft in various colour schemes, including an up to the minute GR.4 in 41 Sqn, RAF livery.

The F.3s include three examples in the recent all-over Medium Sea Grey, and will be perfect for the recently re-issued Dragon double-kit, stocks of which Hannants advise us are now available to go along with this sheet.

1/144

X44004 Tornado F.3, GR.1 and GR.4

- Tornado F.3 ZE966/DX1, 11 Sqn, RAF Leeming, 1998
- Tornado F.3 ZE165/ZK, 25 Sqn, RAF Leeming, 1998
- Tornado F.3 ZG799/HJ, 111 Sqn, RAF Leuchars, 2005

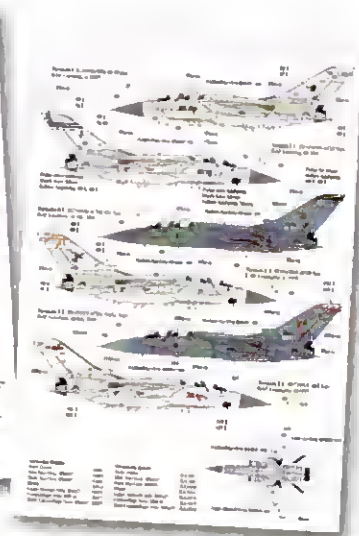


- Tornado F.3, ZE256/BX 29 Sqn, RAF Coningsby, 1998
- Tornado F.3, ZE154/LT 56(R) Sqn, RAF Leuchars 2005
- Tornado F.3, ZG730/CC, 5 Sqn, RAF Coningsby, 1997
- Tornado GR.1 ZA371/C 2 Sqn, RAF



Marham, 2000

- Tornado GR.4 ZA554/DF 31 Sqn, RAF Bruggen, 2000
- Tornado GR.1 ZA4474/AJ-F 617 Sqn, RAF Lossiemouth, 1998
- Tornado GR.4 ZA469/TM 15(R) Sqn, RAF Lossiemouth, 2005
- Tornado GR.4 ZD739 41(R) Sqn, RAF Coningsby, 2006



Although not featuring 30 or more options like the previous Hunter sheet, this welcome release does have a mass of stencilling which the modeller will find hard to source elsewhere.

Hopefully this release will be sufficiently successful to encourage further issues in this scale.

SAMI

The Right Profile

DUTCH PROFILE

A few years ago a trend was started by companies such as Air Doc, Model Alliance and Dutch Profile in producing a 'package' for the modeller — a book that details development, colour schemes and history of a specific subject, supported by a decal sheet featuring the schemes seen in the book.

1/72 1/48

Fokker D.XXI in LVA/ML Service

by Frits Gerdessen and Luuk Boerman

Publisher Dutch Profile

Price: 17.95 Euros

The latest title from Dutch Profile covers one of the most important aircraft used by the Dutch Air Forces in the early days of WWII. The Fokker D.XXI is a contemporary of the Hawker Hurricane but presents a distinctly old-fashioned look with its radial engine and faired-in undercarriage legs. And though it was only lightly armed it was very manoeuvrable and in the hands of a competent pilot could give enemy fighters a headache. This softback book includes chapters on camouflage and colours as well as a history of each D.XXI that reached operational service. That use is well illustrated with many photographs never previously published, which make good accompaniment to the Dutch/English text.

For the modeller there are a large number of colour profiles of the Fokker D.XXI all in variations of the standard colour scheme of overall dark brown



Fokker D.XXI in LVA/ML Service

with uppersurfaces having a disruptive pattern of grey and green. The standard Dutch roundel national markings were replaced by the orange triangle with the black surround from late 1939 until the fall of Holland. There is also a profile of a captured aircraft used by the Luftwaffe in 1940 with German crosses but retaining the Dutch orange rudder.

This is a great little book that covers a type of which I had little previous knowledge, and if I can find a Classic Airframes kit I am inspired enough to build one for my collection.

Fokker D.XXI in 1/72 and 1/48 Scales

This decal set provides markings for seven Fokker D.XXIs, all but one in the three-colour camouflage scheme. The exception is the all-brown prototype. Complete national markings are provided

for the Dutch roundel and orange triangle insignia, as well as one set of Luftwaffe markings. The first option features attractive nose art of three white mice and a pointed shoe. There is also a bonus aircraft on this sheet — a Messerschmitt Bf 109 which was shot down by a Fokker D.XII, and its pilot captured.

1. Fokker D.XXI 223, orange triangle national marking.
2. Fokker D.XXI 229, orange triangle national marking.
3. Fokker D.XXI 235, orange triangle national marking.
4. Fokker D.XXI 213, Dutch roundel national marking.
5. Fokker D.XXI 213, Dutch roundel national marking and red, white and blue rudder.
6. Fokker D.XXI 227, Dutch roundel national marking.
7. Fokker D.XXI FD-322, prototype in overall brown with Dutch roundel national marking and rudder stripes.
8. Messerschmitt Bf 109E-4, Schwarz 1, 4/JG.186, RLM 65/70/71.

Conclusion

I like the concept of having a book and a decal sheet released together, as quite often I see a scheme that I would like to build only to find that no-one has produced a decal sheet for it. Though the Fokker D.XXI is an obscure type, it had an important part to play in the history of the Dutch Air Force, and there have been kits produced by Classic Airframes in 1/48 scale and Novo/FROG and Pioneer in 1/72. Perhaps we'll see some of these older kits on the display



Fokker D.XXI in 1/72 and 1/48 Scales

tables at shows now reference material and state-of-the-art decals are to hand.

Dutch Profile have already released titles on the Lockheed 12, P-51 Mustang and Hawker Sea Fury and I am hoping that they might look to the early jet age of the '40s and '50s for future titles in this series.

Our thanks to Dutch Profile for the samples. This book/decal set can be purchased online from their website at www.dutchprofile.nl and also from Midlands Publications, The Aviation Book Shop, Hannants in the UK and further afield from Librairie de l'Escadron, Rue de l'Escadron 1, 1040 Brussels, Belgium, and La Maison Du Livre-Aviation, 75 Bd Malesherbes, 75008 Paris, France.

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O third show at Lancing on 3 June generated a good turnout of enthusiasts and traders, who gave encouraging comments and a roaring trade. The competition generated good response, but aviation entries were slightly down on last year, though nonetheless to a high standard. Our own Bill Pann achieved a 1st in 1/72 scale category and a 2nd in 1/48. What especially caught my eye was the larger scale was Simon Barrett's Focke-Wulf Fw 190D that was a close runner-up for Best in Show award which went to a

like to see a show at levels, from the friends and families of club members who did sterling work the catering (those bacon butties are always a favourite!) and to the clubs and traders who all gave us the thumbs up!

SAME



The Brampton Club's display was as varied and colourful as ever

Southdowns Model Show 2007



Southdowns Model Group's Bill Perrin won the 1/72 scale class with his Hasegawa F-15J Eagle in Japanese Air Self-Defense Force 202 Sqn special colour scheme



Jim Smith of Poole Vikings took second place in 1/72 class with his Junkers Ju 87A in Spanish Civil War Condor Legion colours



Very neatly executed Meteor F3 in High Speed Silver and the markings of 616 Sqn, Royal Auxiliary Air Force at West Malling



1/48 Scale and Larger class winner, and runner-up for Best in Show, was Simon Barrett's model of Maj Gerhard Barkhorn's Focke-Wulf Fw 190D



David Grummitt placed third in 1/48 Scale and Larger class with this 1/32 scale Junkers Ju 87G-1



Bill Perrin again, this time taking second place in 1/48 Scale and Larger class with his Aeroclub FE.2b

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4326	He 162 wheels + paint mask	£4.50
4330	Hammer GR Mk. 7 cockpit set	TBA
4331	Spartan F Mk. 22/24 cockpit set	£7.25 AIR
4332	IL-2 wheels + paint mask	£4.50 X
4333	F-14D Tomcat cockpit set	£12.75 HAS
4334	Spartan F Mk. 24 cockpit set	£7.25 AIR
4335	Hispano 20mm cannons w/ flame damper	£4.50 X

1/72ND

7150	F-8E/H Crusader detail set	£22.50 ACA
7151	F/A-18C Hornet exhaust nozzles - open	£7.25 FUJ
7152	A-7E Corsair II cockpit set - late version	£5.50 FUJ
7153	A-26 Invader wheels + paint mask	£2.25 ITA

7154	Mosquito wheels + paint mask	£2.25 TAM
7155	F-16A/B Falcon exhaust nozzle	£4.50 HAS
7157	Fw 190A-3 cockpit set	£4.50 TAM
7159	German M. G. 17 guns	£1.85
7160	Jas-39A/B Gripen exhaust nozzle - closed	£4.50 ITA
7161	JAS-39A/B Gripen exhaust nozzle - opened	£4.50 ITA
7162	Ju 88 wheels + paint mask	£2.25 HAS
7163	F-14A Tomcat cockpit set	£7.25 HAS
7165	JAS-39C Gripen exhaust nozzle - closed	£4.50 ITA
7166	JAS-39C Gripen exhaust nozzle - opened	£4.50 ITA

QUICKBOOST 1/48TH

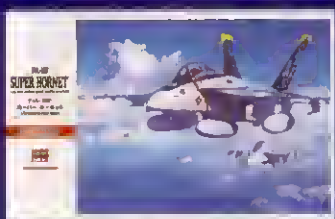
0840080	P-61 A Black Widow gun barrels	£4.15 MON
0840081	C-47 Dakota engines	£7.75 MON
0840082	Spartan mk. V exhaust	£3.00 TAM
0840083	Bristol Beaufighter Porcupine exhausts II	£4.15 TAM
0840084	BI 109F tropical filter	£3.00 HAS
0840085	BI 109E exhaust	£3.00 TAM
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0840087	BI 109G tropical filter	£3.00 HAS
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0872070	P-39 engine	£4.15 ACA
0872071	BI 109G exhaust	£2.50 FINE
0872072	GI 61-1 exhaust	£2.50 HAS
0872073	P-47 engines	£4.15 FUJ
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0872075	Ju 87D exhaust	£2.50 ITA
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0872081	P-61A Black Widow engines	£4.15 DRA

BUILD 1/48

BY GARY PRETTYMAN



F/A-18F Super Hornet

Scale: 1/48 Kit No: PT038

Price: £32.99 Decal Options: 2

Type: Injection Moulded Plastic

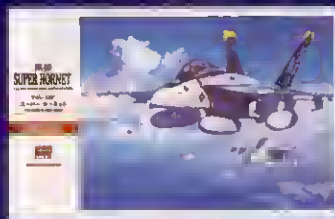
Manufacturer: Hasegawa

UK importer: Creative Models



Colour Artwork © John Fox

Real aircraft images © USN



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Diamonds are Forever

Garry Prettyman builds Hasegawa's 1/48 scale F/A-18F Super Hornet in the US Navy's 'Diamondbacks' 50th Anniversary scheme

The kit comes in Hasegawa's usual style of packaging with a superb box top painting by Koike Shigeo. It contains seven light grey sprues and two in clear, giving you a total of over 250 parts. The detail, as you would expect from this manufacturer, is just about perfect! All the parts show very fine recessed panel lines. You have lots of options from which to choose during construction such as folded wings and lowered flaps. A seven-page instruction sheet has exploded diagrams showing positioning

of all parts. The colour references on the painting diagram for the Mr Color and Hobbycolor ranges only, which can be frustrating if you use different brands, but fear not, you can easily check alternative colour charts for equivalents.

Two decal options are offered, one being a favourite of mine, VFA-103 Jolly Rogers with that wonderful black tail and skull and crossbones emblazoned



on it. The other choice is for VFA-102 *Diamondbacks'* 50th Anniversary special scheme worn in 2005, which is also colourful, having the squadron's trademark diamondback snake curled up in a white triangle, and red and white

stripes with red diamonds running through the middle of them. Both aircraft are finished in the tactical grays.

Construction

I started with the cockpit. The first thing to be done was to remove all of the unwanted plastic. With this done I installed the control column in the front 'office' and the small stub stick in the rear. I then sprayed the whole cockpit Dark Gull Gray FS 36231. Although Hasegawa provide you with decals for the instruments panels, which alternatively you can paint if you wish, I used Eduard's brass set 49-334. The seats supplied with the kit lacked detail, so I used a resin seat from Aires which looked a lot better. Seatbelts came from the spares box.

While the cockpit assembly was





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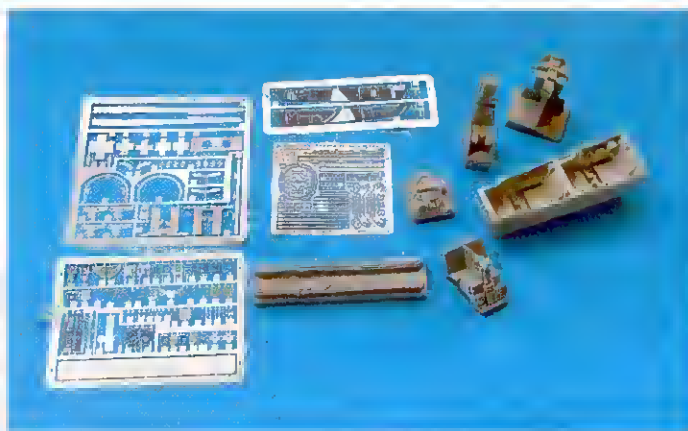
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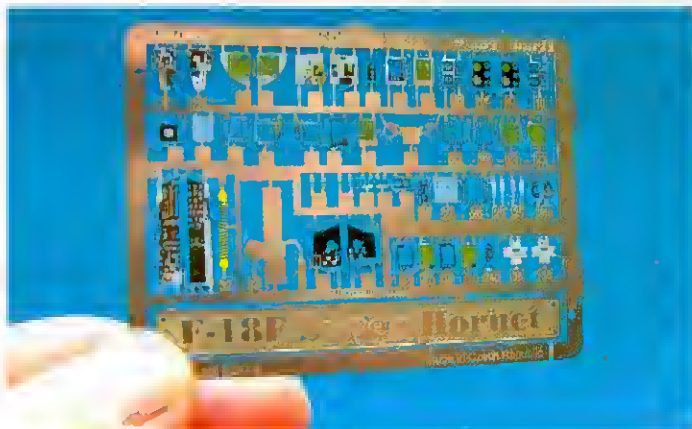




The main components feature crisp recessed detail



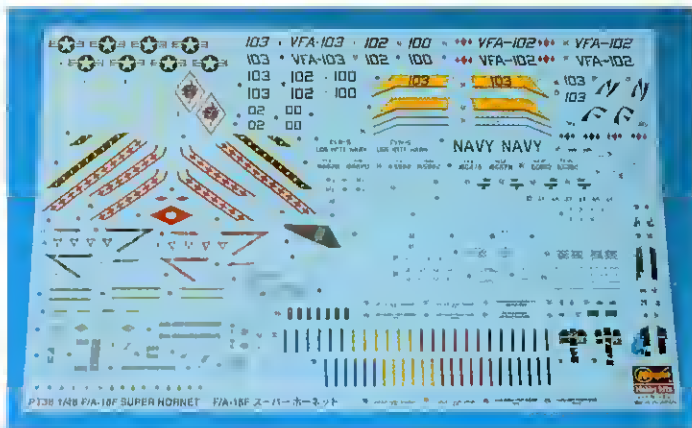
Kit parts and after market accessories ready for cockpit assembly



Eduard's etched set was used to embellish the cockpit



The kit's instrument panel before fitting the Eduard brass



Two options are featured on the kit decal sheet



The canopy featured a prominent mould line

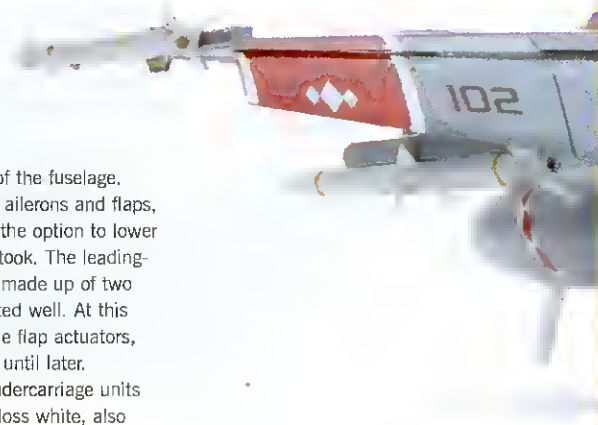
drying, my attention turned to some of the other assemblies such as the underwing fuel tanks, the rudders and the wings. Before you join the wing halves together be sure to drill out the holes for the weapons/stores pylons. Next came the engine intakes. These are split into two, and as a consequence have a seam running down the length of them which is difficult to hide. Here's how I tackled the problem. First I joined the intakes parts then applied some filler to about 50% of their length, running from front to back. When this was dry the intakes were painted Tamiya matt white and the engine compressor faces, which had already been painted Tamiya

metallic grey, were fixed in place. Once the exterior parts were fixed and set, the intakes could be installed. I then joined together parts A16 and C13, A17 and C15, which form part of the fuselage and are fixed to the lower fuselage half. Once all was in place and dry I added a little filler where intakes and engine trunking meet. I used filler from Vallejo, which has a very fine texture and comes with a small tip so that only small amounts can easily be applied. It can then be wiped with a wet finger to smooth out imperfections. I had already attached the cockpit to part C14 and this was then joined to the front fuselage halves before all of these assemblies were added to the top

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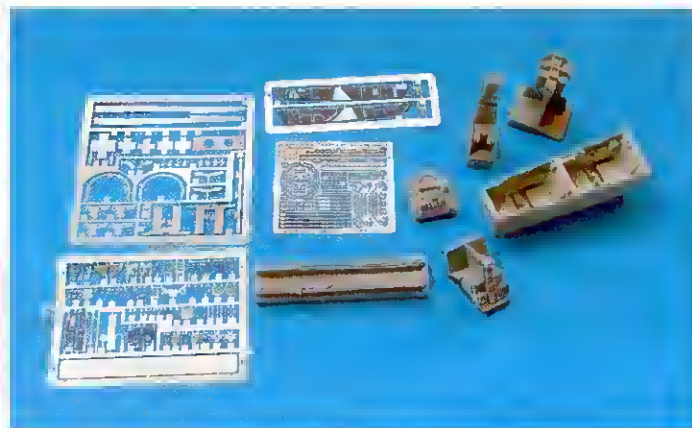
Moving on to the ailerons and flaps, Hasegawa give you the option to lower the flaps and this I took. The leading-edge slats are each made up of two pieces and these fitted well. At this stage I fitted only the flap actuators, leaving the flaps off until later.

I made up the undercarriage units and painted them gloss white, also

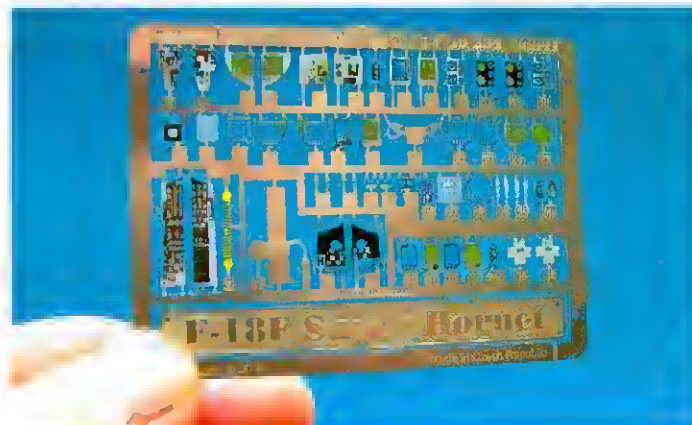




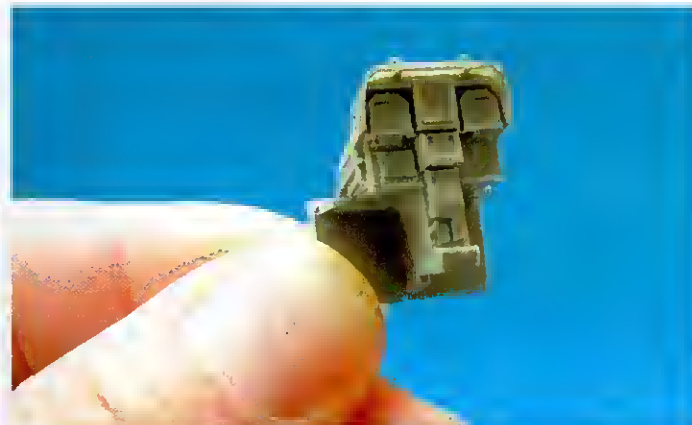
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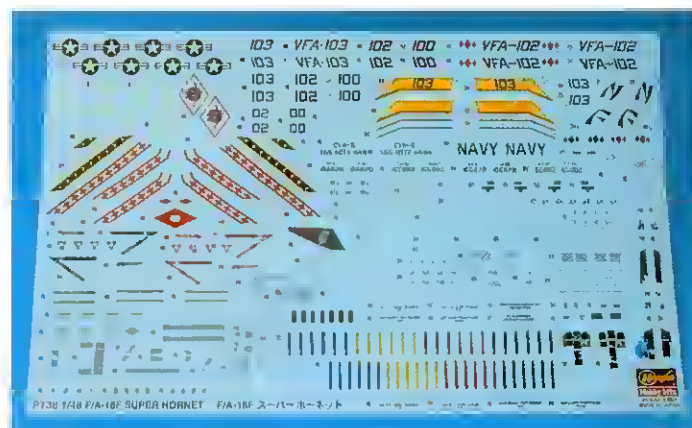
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The canopy after a good polish



Aires seat before painting...





The canopy after a good polish



Aires seat before painting...





...and after



With the cockpit fitted, the main assembly proceeded apace



Basic cockpit detail is excellent, but the Eduard set adds a wealth of detail



Main airframe taped up and drying

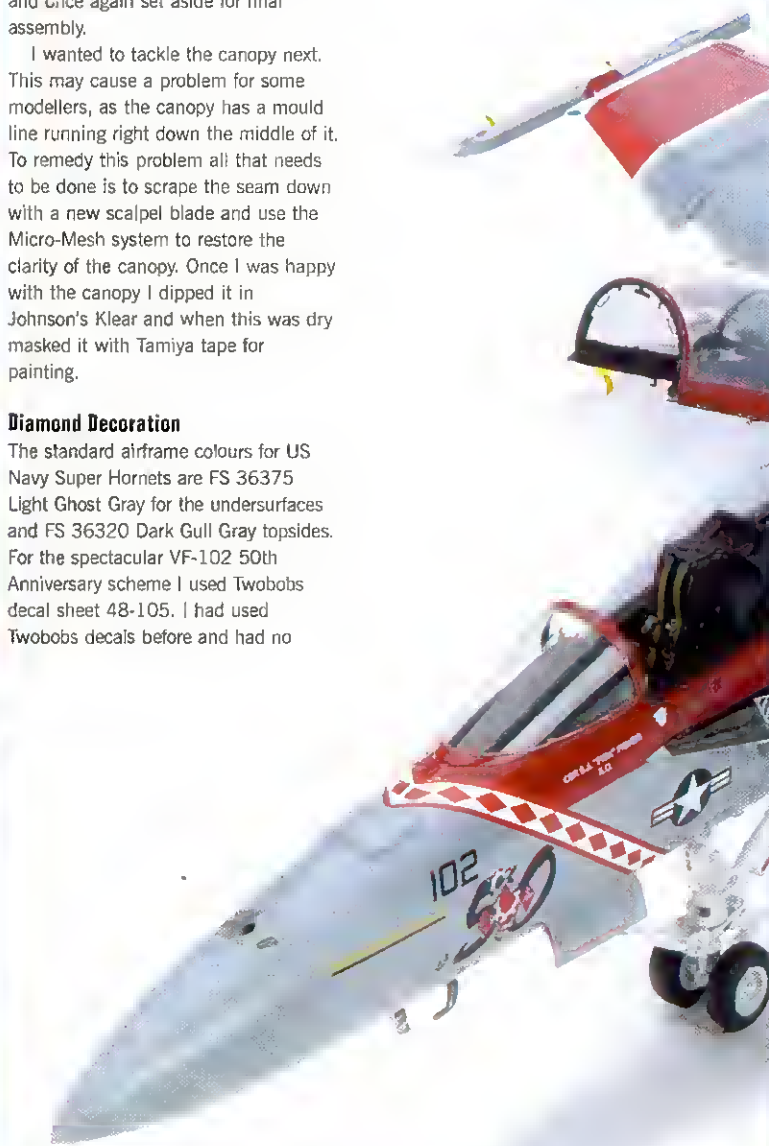
putting these aside for later installation. Next, the afterburner cans were painted matt white inside, the engine fan blades metallic grey, and the exhaust nozzles in Alclad steel.

Hasegawa provide you with two types of missile: AIM-120 AMRAAMs and AIM-9X Sidewinders. Both have separate fins that may be a touch overscale, but I was happy with them. This weaponry was painted gloss white and once again set aside for final assembly.

I wanted to tackle the canopy next. This may cause a problem for some modellers, as the canopy has a mould line running right down the middle of it. To remedy this problem all that needs to be done is to scrape the seam down with a new scalpel blade and use the Micro-Mesh system to restore the clarity of the canopy. Once I was happy with the canopy I dipped it in Johnson's Klear and when this was dry masked it with Tamiya tape for painting.

Diamond Decoration

The standard airframe colours for US Navy Super Hornets are FS 36375 Light Ghost Gray for the undersurfaces and FS 36320 Dark Gull Gray topsides. For the spectacular VF-102 50th Anniversary scheme I used Twobobs decal sheet 48-105. I had used Twobobs decals before and had no



The top-to-bottom joint required a little filler to clean up



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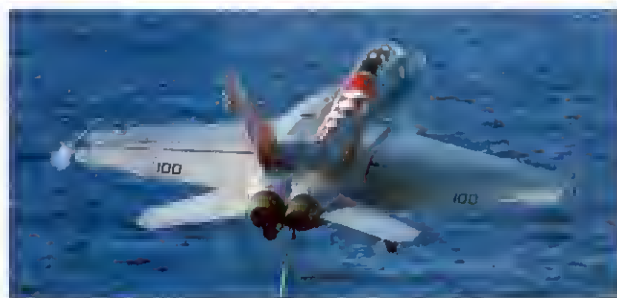
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Masked and undercoated, the model needed a little further attention



Rear fuselage in the process of cleaning up



F/A-18F Super Hornet 50th Anniversary scheme 'Diamondbacks'



F/A-18F Super Hornet 50th Anniversary scheme **'Diamondbacks'**



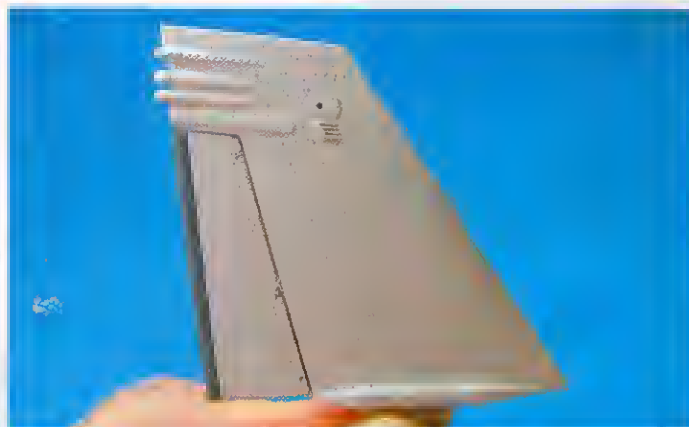
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Rear fuselage in the process of cleaning up



With all preparation finished, the model was ready for final painting



Fin top anti-collision beacons require a touch of Tamiya clear red



The finished airframe, with the canopy tacked in place ready to paint

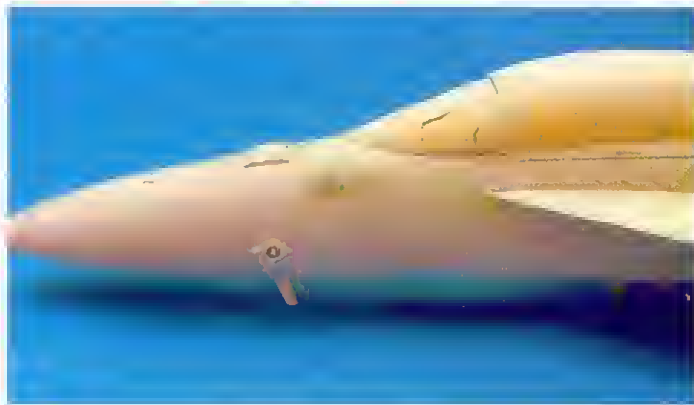


Undersides ready to receive a coat of FS 36375 Light Ghost Gray

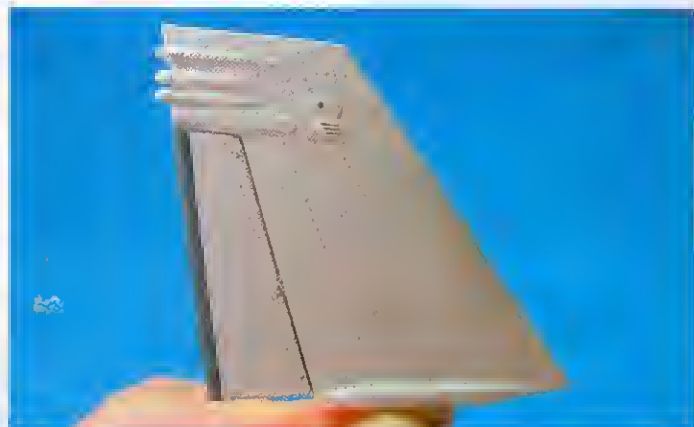


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This was not a decision that could be made on the spur of the moment, so I pondered overnight and eventually I decided to match the paint by mixing

Tamiya red and black at a ratio of about 80:20. There followed some trial and error, but in the end I was amazed at how well it matched. My red colour was sprayed onto the spine and fins, the latter being such a good fit that I decided to paint them separately and attach them at the end of the build.

With basic painting done the model was sprayed with Klear in preparation for the decals, which went on without any problems whatsoever using standard setting

solutions. After overnight drying and a small amount of touching up of paint next day, I sprayed on a final coat of Klear to seal everything in.

Final polish

This kit has many parts to be fitted in the final phase of the build. First up were the landing gear doors, and a reminder here not to forget to paint their red edges — I nearly did. The gear doors have a method of attachment which works quite well, but their actuating arms did not seem to fit in the right place. I did manage to get them installed, after my patience had almost run out, but they did not work as I would have liked. Once the doors were on the rest of the landing gear fitted without a fuss.





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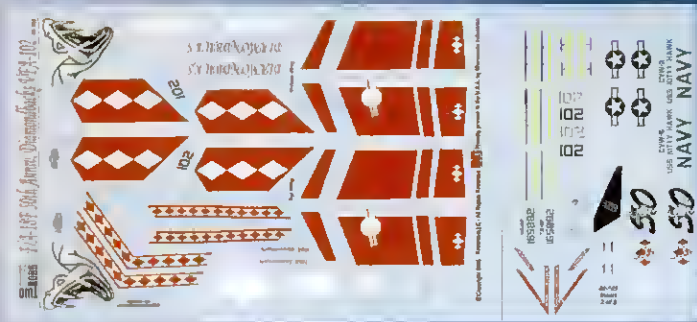
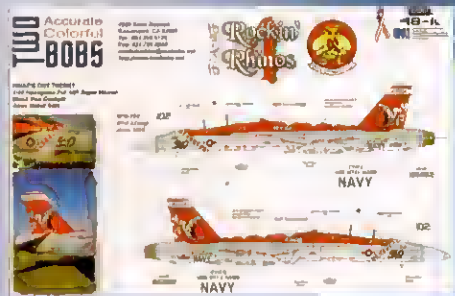


The previously polished canopy was removed from the model now and the masking tape taken off. At this time I had not installed anything on the insides of the canopy, and this I remedied now with a mixture of Eduard etched brass and the kit-supplied parts. Fins, fuel tanks, and missiles were installed at this stage. The fin top anti-collision beacons were painted in Tamiya clear red and when this was dry I applied a little silver paint to their

backs to reflect light. The F/A-18F has two small position lights, one each to port and starboard. Using a cocktail stick, I placed a drop of silver paint where the light was to go, then dropped in blobs of clear red and clear blue to make them stand out. I didn't do any weathering on this model as I assumed an anniversary-marked aircraft would be kept in tip-top condition by the crew chief.

SAM: _____





TwoBobs decal sheet

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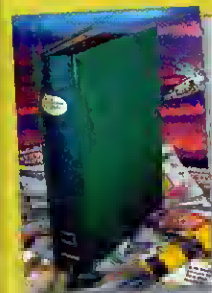
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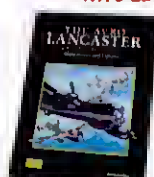


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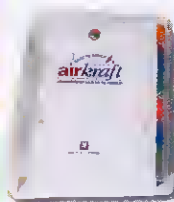
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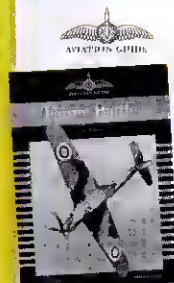
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Hawker Fury

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Price: £7.50 Decal Options: 3
Type: Injection Moulded Plastic
Manufacturer: A Model
UK Importer: Hannants



Vintage Matchbox kit, rebored by Revell, "and thankfully all the sprues are a conservative light grey rather than the three lurid shades advertised on the box"

References

- Hawker Aircraft Ltd, by Derek N James, published by Chalford, ISBN 0-7524-0367-2
- Scale Aviation Modeller International Vol 12 Issue 3

An early Fury I of 1 Squadron, 'A' Flight, showing rigging details (Author's collection)



Getting Furious again

Neil Pinchbeck builds the recent A Model 1/72 Hawker Fury as both Mk I and Mk II variants, and rediscovers the vintage Matchbox kit

Feeling Listless

I should know better, but I am one of those who actually reads kit release lists. It's something to do with liking things to look forward to and being a simple, trusting soul at heart.

So it was that I read the lists of 2005 and was cheerfully looking forward to 2006 as the Year of the Hawker Hart. Of course, by mid-summer, it was apparent that it was not going to happen and I was feeling let down and disappointed again.

Then, just when I had given up thoughts of elegant shiny designs by

Sydney Camm, A Model came to the rescue. As our Newsdesk reporter noted, "out of the blue" (i.e. not mentioned on a release list at all) came a brand-new injection-moulded 1/72 kit covering both the Mk I and Mk II Hawker Furies. At an initial asking price of less than £8 it was not surprising that this quickly became one of Hannants' 'Kits of the Month', and I sent off for two.

From now on, of course, I shall rely on such pleasant surprises instead of lists (until next time there's a list with something on it that I want!)

Kitted Up

When the kits arrived the pleasant surprises continued. Just over 30 light grey parts are contained on three sprues plus a clear windscreen. The detail is excellent although rather delicate. It's good to see things like the rather strangely shaped Hawker control panel accurately portrayed at this scale.

Since there are few superficial differences between the two types, provision of the alternative spatted wheels for the Mk II is a simple matter. I'm surprised that it doesn't seem to have been done before (except by Czechmaster, who are getting the idea with their excellent Nimrods!)

There are two fin/rudder units, already indicating that there are to be more

versions, although, frankly, I can't distinguish any difference between them.

The instructions comprise just five exploded views, which are clear and adequate except when it comes to wing dihedral and rigging.

I am left with the feeling that this is just the sort of simple basic good quality kit at just the sort of price that I would love to see coming onto the market every month or so instead of all the sub-standard reissues we see.

The small but well printed decal sheet provides for three interesting aircraft:

- Hawker Fury Mk II K7264 of 25 Squadron, RAF. This is a 'silver wings' scheme with silver doped fabric surfaces and polished metal cowling panels.
- Hawker Fury Mk I of 43 Squadron, RAF in 1938 camouflage scheme.
- Hawker Fury Mk I N218 of No 1 Squadron, South African Air Force, 1942 camouflage scheme.

Interesting though these are, this means that there is no decal provision for a 'silver wings' Mk I. This reminded me there was another 1/72 Hawker Fury by Matchbox and I had never built it. Looking it up in my old Matchbox catalogue, I found artwork showing a No 43 Squadron machine resplendent in black-and-white chequerboards with red

fin. Having located one on the website of a well-known second-hand kit dealer, I sent off for one, just to get the decal sheet.

When I say *just* to get the decal sheet, I confess I wasn't expecting much from the kit itself. At the same time that Airfix were suffering from the 'Phantom Riveter', Matchbox production was being plagued by the 'Ploughman'. This gremmlin turned panel lines into cavernous furrows and I suspected that this might be one of his products. Again, I was in for a pleasant surprise, but more of that later.

Beginning at A Model

It's really good to see crisp cockpit interior detail in a kit of this price level. Careful painting will be rewarded. The main steel framework of Hawker interiors was finished black against the natural aluminium skin panels. Don't forget the canvas-covered panel that extends forward into the cockpit area on the port side. I painted this burnt orange

to represent red oxide primer.

Forward of the seat location I painted the cockpit floor black, leaving only the leg supports silver. The bulkhead, seat, column and rudder bar were also painted aluminium. The underside of the fuselage, which was visible beneath the cockpit floor level, I painted black.

The control column top was painted buff leather and I added seatbelts of pre-painted masking tape.

Also nice are the breeches of the twin .303 Vickers machine guns, which sit on the top edge of the control panel. It does take a bit of trial — and hopefully not too much error — to position these correctly, since there is no positive location and the diagram is a bit generalised.

Joined-up working

With the cockpit complete, the fuselage was joined. The instructions call for the propeller to be included at this point, and if you want it to rotate that is the



Fury II of 2 FTS in the winter of 1938 (Author's collection)

case. I decided to leave mine off for ease of painting.

There is a separate decking piece that covers the forward part of the fuselage, and I don't really understand why. This does present the temptation to detail the engine bay, but I resisted (at least for the time being). This decking piece was a minor nuisance in that it is slightly wider than the joined fuselage. This meant some shaving with a scalpel to fair it in and a little filling.

Next on was the tailplane with its support struts, followed by the fin and rudder. These all fitted well.

I painted the grille before inserting it into the radiator and fixing it to the underside of the fuselage.

That shiny nose

Time now for some painting before further construction means that things start to get in the way. I masked off the nose and painted the fabric covered areas aluminium dope. For this I used my usual mix of Humbrol Metal Cote polished aluminium (27002) and matt white. When thoroughly allowed to dry,

the masking was reversed ready to tackle that shiny nose.

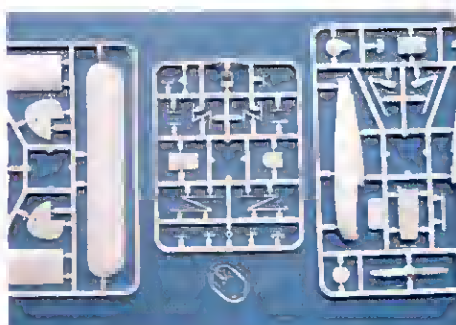
I wanted a fairly dark shade for the polished metal panels of the nose. I mixed Metal Cote polished aluminium (27003) with Metal Cote steel (27003). When this first application was burnished up to a shine, I decided it looked wrong: I had gone too far and the shade was too dark.

Not sure how to rectify the problem, I began by sealing what I had done with a coat of Johnsons Klear. It is a necessary preliminary to seal Metal Cote with a water-based medium such as this since you can't otherwise overpaint it without it immediately lifting. This done, I repainted the panels with a thin coat of polished aluminium. Once thoroughly dry, this was polished up with a tissue. Fortunately for me, the darker shade ghosting through this coat gave just the shade I was after (sigh of relief!). Having discovered this process by accident whilst building the Mk I, I repeated it deliberately on the Mk II.

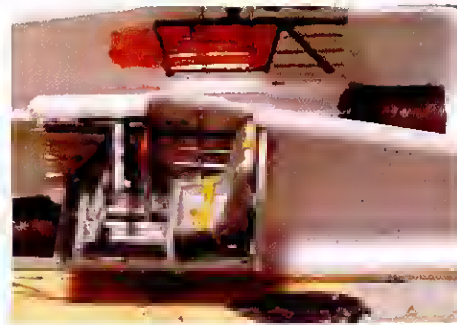
I have found that the finished shine on Metal Cote is diminished by the



Sydney Camm's fairest? K2051 in its natural element (Author's collection)



Kit provides parts for both Mk I and Mk II Furies



Cockpit interior rewards careful painting



"There is a separate decking piece which covers the forward part of the fuselage, presenting the temptation to detail the engine bay, but I resisted"

"It's really good to see crisp cockpit interior detail in a kit of this price level"



Main components prepared for painting



Initial coat of Humbrol Metal Cote polished aluminium and matt white applied to the cowling area



Lower wings are butt-jointed to fuselage



Installing the interplane 'N' struts



Installing the Fury II spatted undercarriage



Fury II ready for decalling



Matchbox Fury masked off for unusual asymmetrically-split black-and-white undersurfaces



With uppersurfaces camouflaged, the Matchbox Fury is ready for final assembly...

application of Klear, or any other sealant, so I decided to leave it. This meant that for the remainder of the build I had to be very careful not to touch it, since it marks very easily.

Wings

The lower wing goes on first. This is butt-jointed to the fuselage, so care is needed to get the surfaces both clean and flush. Provided that this is done, the model is small enough for this to work perfectly well.

In keeping with my usual budget constraints, the slight dihedral was set with three penny coins at each wingtip. Before fixing, the lower wings were painted with the aluminium dope mix.

Whilst the fuselage was still accessible, I fixed the windscreen and gunsight, which was moved off-centre to align with the pilot's right eye. I also painted the tan leather coaming to the cockpit opening.

The interplane struts were fixed next. I made a simple card template to set the outward rake of the 'N' struts, taken from scale drawings I've collected, since a weakness of the instructions is that no



"Whilst the fuselage was still accessible I fixed the windscreen and gunsight, which was moved off-centre to align with the pilot's right eye, painted the tan leather cockpit coaming"

front elevation is included. The same applies to the dihedral, and I confess I don't know how you would get these right without a scale drawing.

Once the glue was set, the interplane struts were painted polished aluminium and the pre-painted upper wing set in

place. The cabane struts were then inserted from below.

Undercarriage

Once the top wing was dry, I inverted the model to work on the undercarriage. Once again, I used my scale drawings to

make a template, this time to set the splay of the legs. For the Mk I the conventional wheels go on the ends of the axle, replaced by the spatted pair for the Mk II.

Once my Mk I was complete, it did look a bit 'leggy', clearly representing the sprung undercarriage in unloaded mode. I decided to make my Mk II sit a bit lower by shortening the legs at the axle end.

Radio stations

It is, perhaps, inevitable that a kit in this price range should not be as comprehensive as a more costly item. One omission is in the area of radio equipment. Although the box artwork shows (incorrectly, I think) a Mk II with radio wires, there are no masts provided for the upper wing or rudderpost and there is no dorsal terminal for the fuselage.

Contemporary photographs seem to indicate that very early Furies came without radio, so I decided to call my Mk I a 1931 version and do without radio wires.

The Mk II, however, had to be

appropriately equipped. This began with a minor bit of cross-kitting. The Matchbox kit has a tail unit with an extended rudderpost to anchor the wire. I swapped this into the A Model kit: no problems. Bits of rod stock provided wing masts and fuselage terminal. The wire is fine nylon fishing line. (One of the things I like about using fishing line is that you can choose the gauge.) Two wires come up from the terminal and meet the main wires about half way along. Not easy. I secured mine with a small droplet of superglue and then snicked off the excess end with a fresh scalpel blade. I also held my breath and went a very funny colour (so I'm told!).

Rigging note

All of these Fury models were rigged with my version of the stretched sprue method, which uses synthetic brush bristles. Fury rigging was a bit unorthodox, so I include one of my vintage photos of an early Mk I of No 1 Squadron, with rigging highlighted in red, which I hope will be helpful. (An interesting photograph: note the ring-and-bead sight in lieu of the Aldis tube. A capital 'A' on the engine casing appears to be the flight letter, and is that rear upper decking painted NIVO? See also the next aircraft in line.)

Fury Mk I 43 Squadron RAF, 1931

In addition to the decals, this aircraft had a red-painted fin and outer wheel hub covers to denote its Flight. The small aluminium spinner on the front of the Watts propeller was also painted red. The starter engagement point on the front of the spinner should be steel. The outer parts of the propeller blades are fabric-covered and doped aluminium. The undoped hub is a mahogany wood shade. I used a gold pencil lead to give the blades brass leading-edge sheathing.

The shade of blue used on the Matchbox decals is very pale and reflects the shade value often seen on vintage



photographs. It has been argued that this effect was a product of the film emulsions of the time and was not found in reality. Although I find this argument quite convincing, because of the photographs which we've all got used to, I do find this pale shade evocative of the period and prefer it to the dark blues which some manufacturers have used.

43 Squadron were the first to receive Furies, between May and June 1931, and in that year they thrilled the

crowds at Hendon. Over the years some of 43's Furies were swapped around a bit. K1930 began its career in a standard paint scheme with Flying Officer R MacDougal, but went on to be the mount of Squadron Leader R H Hanmer, with whom it sported a black-and-white chequered fin. The flight colour for 'C' Flight is said to have been blue.

The Matchbox decals worked very well despite their age and I feel that my desire to see the A Model Mk I in a 'silver wings' scheme was vindicated. So, how about it, aftermarket decal manufacturers? (See Jerry Boucher's illustrations in *SAMI* Vol 12 issue 3.)

Fury 25 Squadron RAF 1937

25 Squadron was the first to receive the Mk II Fury with its shiny spatted wheels. Apart from these, the main difference was the Rolls-Royce Kestrel VI engine replacing the IIS. No 25 took it's machines to Hendon in 1937 and was the subject of a famous air-to-air photography session.

The subject of this kit, K7264, appears second furthest from the camera in these shots and is an ordinary aircraft of Blue Flight. Flight Commanders' aircraft had coloured fins, tailplanes and outer wheel hubs, the latter being almost invisible. In the case of the Squadron Leader's aircraft (K7270) I believe these to have been black, although I have seen them illustrated as red. These aircraft had extended rudderposts, which carried radio wires

and a small mass balance.

The A Model decals are thin but very durable. I do like it when long, compound decals don't try to break up. They set beautifully into detail. Colour is good but the finish is matt. A coat of Klear soon solved that. An unfortunate omission seems to me to be the absence of '30' codes for beneath the lower wing, which should be present, as provided by Matchbox for the Mk I.

Out of the Matchbox

The Lesney copyright Inside the fuselage proclaims these moulds to be of 1973 vintage. This boxing, by Revell but retaining the Matchbox brand, dates from 1990 and, thankfully all the sprues are a conservative light grey rather than the three lurid shades advertised on the box.

The overall impression is very good. Wing ribs are perhaps a little overdone but I have seen far worse. If I had tried this kit before the A Model came along, I'm sure I would have been quite happy with it, although the newcomer is definitely the superior item.

One of the major differences is that the vintage kit offers virtually no cockpit detail. A pilot figure reposes on a very basic seat, which in turn sits on a floor panel and that's it. I sent the pilot on extended leave and replaced the seat from the spares box. I retained part of the floor and added a plasticard control column.

The fuselage halves joined well and



25 Squadron prepares to take its Mk II Furies to Hendon, 1937 (Author's collection)

there was no problem in adding the substitute A Model fin and rudder to the tailplane assembly.

The two cabane struts join into a baseplate which is locked in position by the engine bay cover — bit of a strange arrangement, but it works well provided you join the base plate on a flat surface.

The single-piece lower wing means there is no dihedral to set, which is a bonus. The top wing goes on easily, as does the undercarriage and a very straightforward build is soon completed.

Fury Mk II 43 Squadron, 1938

I really only bought the Matchbox kit to get the 43 Squadron decals and then decided to build it as a base to portray the 1938 colour scheme provided in the A Model kit. All of this was intended as a quick encore and wasn't supposed to get very involved. Things soon got more complicated than planned.

Compared with Jerry Boucher's illustrations, (*SAMI* Vol 12, Issue 3 p.244) and other published sources, the A Model camouflage scheme is quite radically different, to the extent that in places (nose and tail particularly), it appears reversed. I followed Jerry's version.

A strange feature of this scheme is that all the illustrations which I have seen (including Jerry's and A Model's) show the port aileron in silver dope. A Model continue this on the reverse plan only. I once saw this feature on a photograph of a Hawker Demon of 74 Squadron at Malta, camouflaged for the 1935 Abyssinian crisis. I have always assumed that this was a silver-doped replacement fitted as an expedient after the main airframe was camouflaged. I

could never see that it was deliberate or served any useful purpose. However, since all the illustrations show it, I added it to the model.

I painted the camouflage scheme with Humbrol 29 Dark Earth and 30 Dark Green before the top wing went on. All the uppersurfaces were painted Dark Earth first, and then the Dark Green pattern was added.

The black-and-white disruptive scheme applied to the underside is also interesting. I've only ever seen this applied to Gladiators and early Hurricanes when it had been split down the centreline. I followed the A Model instructions in which the port wings and fuselage are black and the starboard wings white. I find it difficult to brush paint white, so I masked off and

sprayed these parts before brush painting the black

The final conundrum here is the question, is this a Mk I or a Mk II?

The lack of spats does not mean that this isn't a Mk II. Flight Training Schools operated Mk IIs without them, witness my photograph of K8235 seen in the harsh winter of 1938. The serial number proclaims this a General Aircraft Co Mk II, built at Hanworth. Since the camouflage scheme didn't feature serial numbers it's even more difficult to know, but 43 Squadron are listed as having re-equipped with Mk IIs. So what happened to their Mk Is?

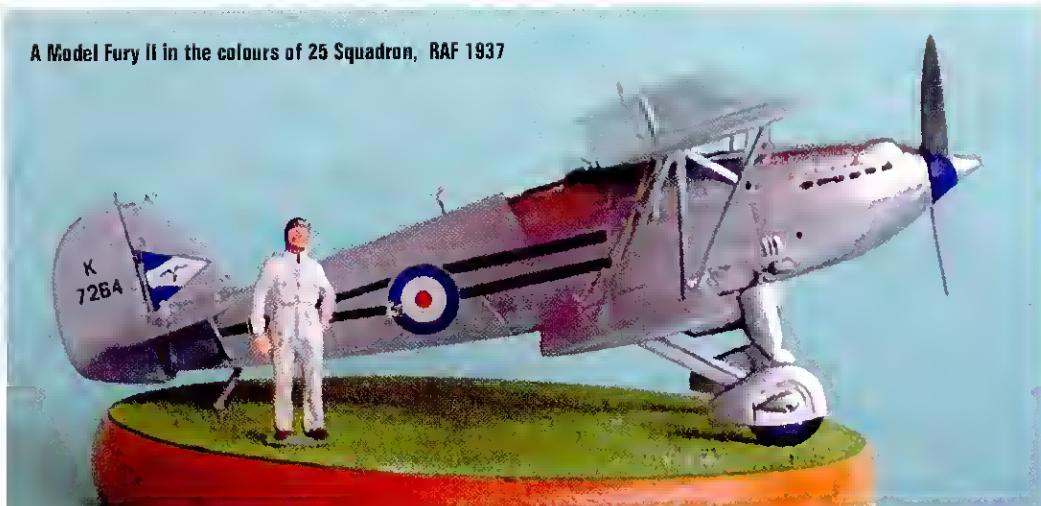
I offer you my vintage photograph of a brand spanking new K2051, hot off the production line. In his book *Hawker Aircraft Ltd*, Derek James tells us that this aircraft began its career with No 1 Squadron, went on to No 25 and ended its days with No 43, with whom it was relegated to a ground instruction airframe in 1937. And that is why I have my camouflaged 1938 Fury as a Mk II.

More Furies?

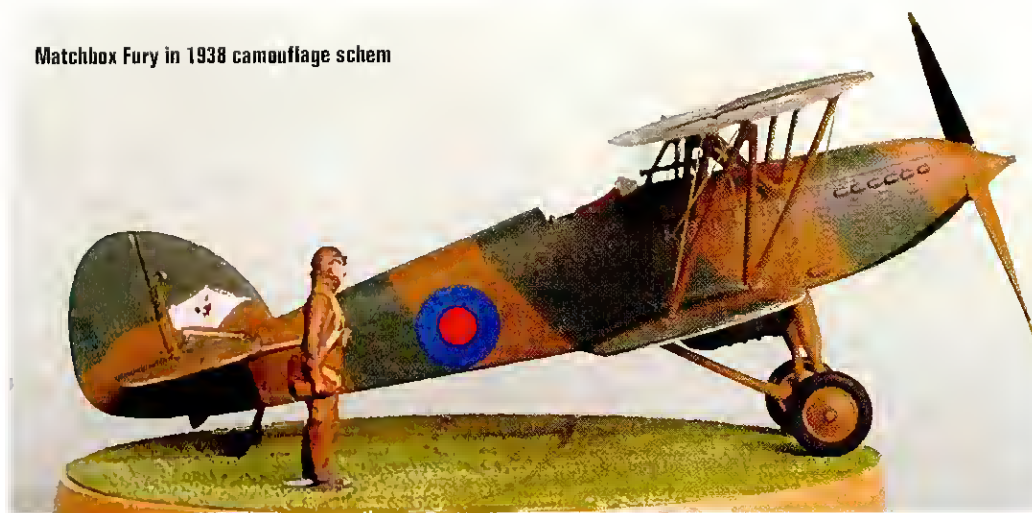
Whilst I have been labouring with this project, I notice that A Model have released Spanish and Yugoslavian Furies. Well done also to RAFDec for giving us a Mk I of No 3 FTS but that's all there is decal-wise. (Come on chaps, you can do better than this!) Does anyone know where I can get a 1/72 Armstrong Siddeley Panther engine for a Norwegian Fury? And how about some replacement wings for a High Speed Fury? Funny, I've never thought of myself as the Furious type!

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A Model Fury II in the colours of 25 Squadron, RAF 1937



Matchbox Fury in 1938 camouflage scheme



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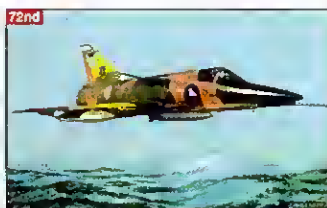
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BUILD 1/72
BY GARY HATCHER



The kit's box art shows the RAF option in action

Westland Wessex HU-5

Scale: 1/72 Kit No: 0082
Price: £6.50 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Manufacturer: Italeri
UK Importer: The Hobby Company



Alternative colour schemes depicted on the back of the box

Additional Materials

Airwaves etched brass set AEC72192
Modeldec Sheet MD096



Wessex Rising

Childhood memories revived for Gary Hatcher by Italeri's Westland Wessex HU.5

The Wessex and I spent a long and intimate childhood together. Some of my happiest memories involve standing on the stony beach at Wyke Regis playing 'Sink the Bismark' with my elder brother — a game that involved bombing a piece of floating driftwood with the largest calibre pebbles we could prise out of the mud, while across the Fleet, countless helicopters swarmed over Portland like wasps around a jam jar.

Some of them were Wasps too, but a lot of them were Wessexes, and when subsequent family holidays moved further west to Devon and Cornwall it was never quite the same without the thrill of those great juddering machines standing just off the cliff tops, a hundred yards from the caravan.

Fortunately we had them at home as well. I have lost count of the number of articles I have started with the words "Growing up near Yeovilton," but in East Somerset in the early '70s there was little else to do but watch the skies, and with the high-flying fixed-wing squadrons' departure, those skies became lower and busier. By the time I was old enough to note the occurrence in *I-Spy Military Aircraft* the sight of two

dozen assorted helicopters parading across the heavens in extended 'V' formations was so common as to barely warrant a glance.

Of course it never occurred to me that there was anything sinister in the amount of airborne activity going on all over the country. The fact that there was a global conflict called 'The Cold War' was lost on me, and I distinctly remember not buying an Airfix Phantom because I was only interested in aircraft that had seen combat — which to my brother and I meant World War II. Our history books were the *Victor*, *Hornet* and *Valiant* comics, and Vietnam and Korea had not yet made it into the *War Picture Library* paperbacks that inspired me to build so many Spitfires and Heinkels.

One event does stand out. A picture show on the potential horrors of Polaris



The clear sprue is moulded to Italeri's usual high standard

unleashed was followed by a display on the school cricket field by a giant green helicopter, from which soldiers dangled precariously on ropes. The momentary awareness of Armageddon was banished by the display. It was the biggest, loudest, greenest helicopter so far. It was a Wessex HU.5

The kit

How I would have loved this kit back then! At that time the FROG Wessex was available, but in my backwater there were only Airfix kits, and Airfix never made a Wessex. They made a Whirlwind, which we also saw, but to my mind a great green Wessex was the only helicopter worth building. Italeri's kit is worth building several times over.

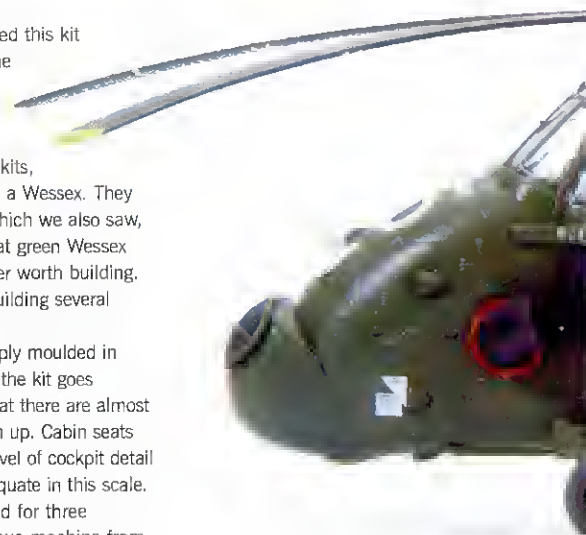
The sprues are crisply moulded in blue-grey plastic, and the kit goes together so cleverly that there are almost no seam lines to clean up. Cabin seats are provided, and a level of cockpit detail that is more than adequate in this scale.

Decals are provided for three options: an RAF Rescue machine from Cyprus; a Royal Navy Wessex from 847

Sqn in Malaysia in 1969; and — best of all — a green machine of 772 Sqn, which I immediately decided was the colour for me.

Construction

Couldn't be simpler. I had an Airwaves set to hand for one or two of the crucial





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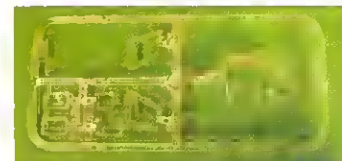
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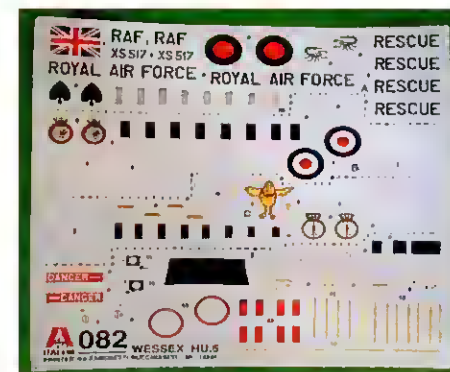
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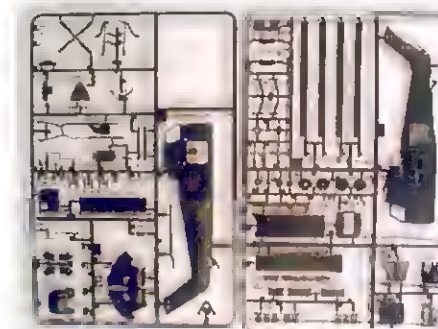
Couldn't be simpler. I had an Airwaves set to hand for one or two of the crucial



The kit decal sheet, giving three options



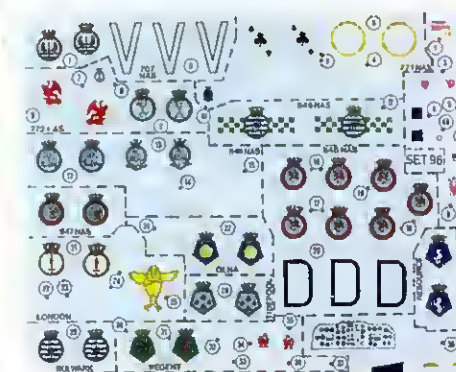
The plastic had a rough texture to the surface, but this caused no problems whatsoever



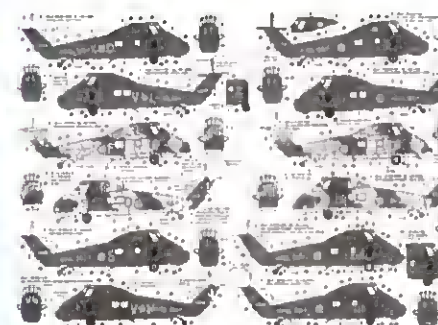
The main sprues contain what is a deceptively simple kit. There will be a number of items added to the spares box



Detail is sufficient on the internal bulkheads and floor, but Pavla has recently released a resin cockpit set for this kit, which can be highly recommended

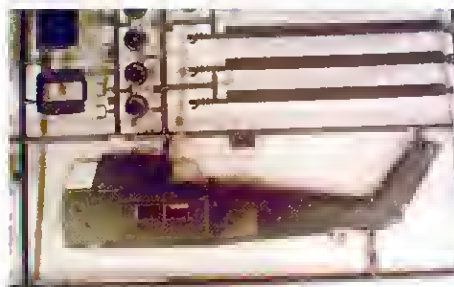
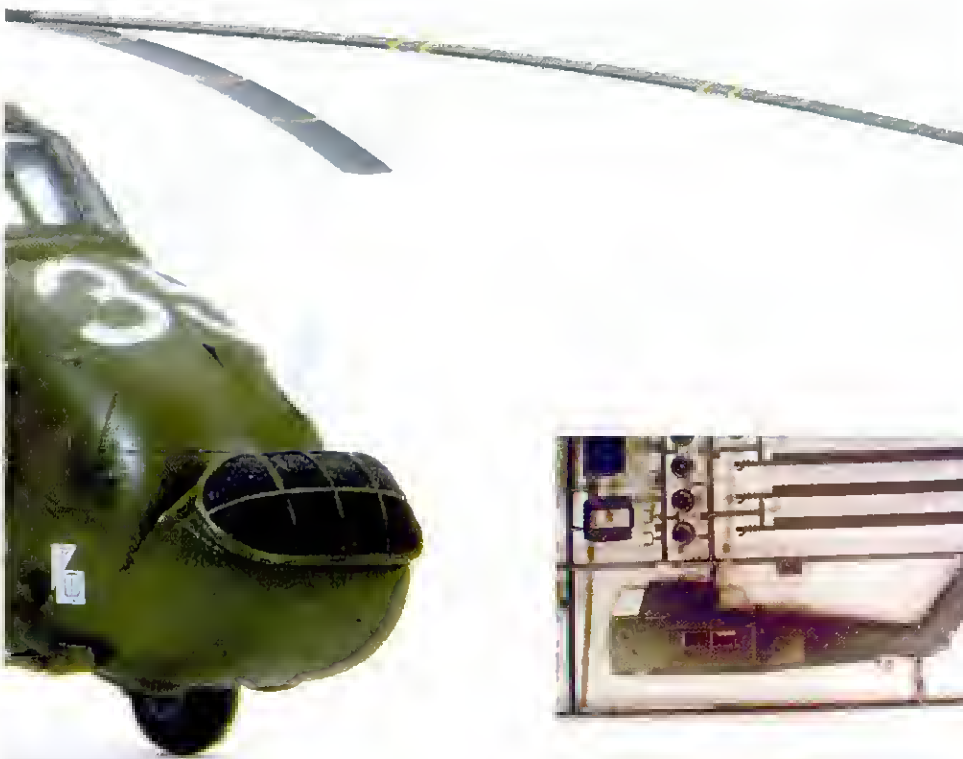


Modeldecalsheet 96. When can we expect the range to be reprinted and reissued in all four major scales?

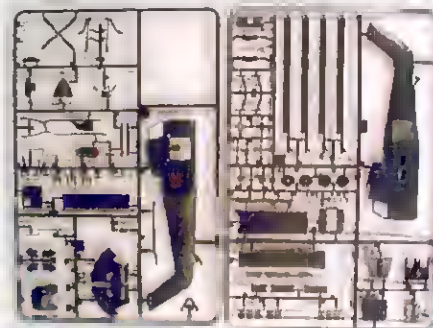


The agonies of indecision. The simple answer is to build more Wessexes!

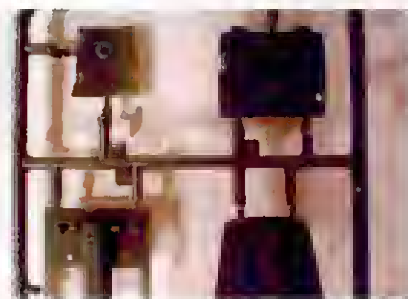




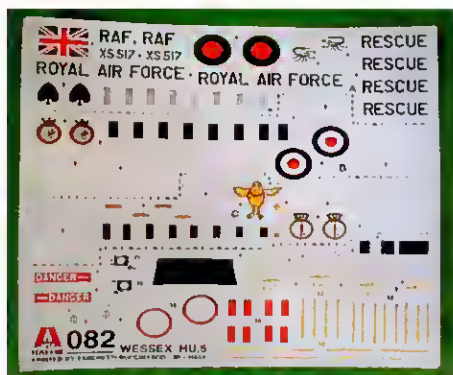
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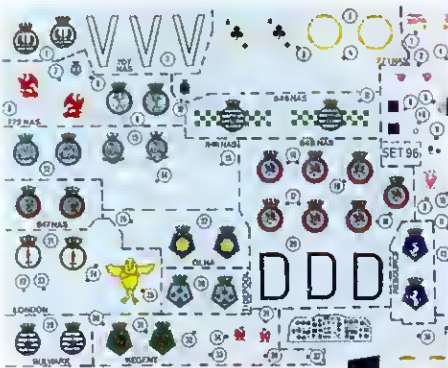
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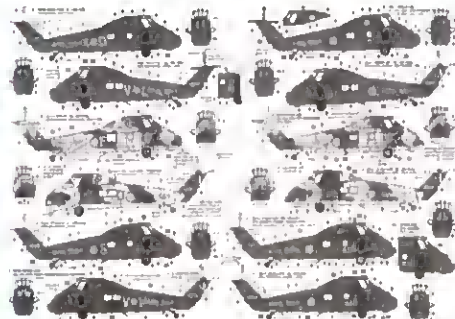
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The kit decal sheet, giving three options

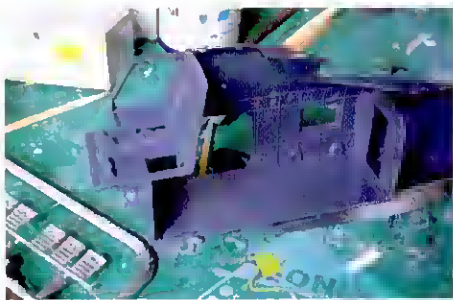


Modeldecal Sheet 96. When can we expect the range to be reprinted and reissued in all four major scales?



The agonies of indecision. The simple answer is to build more Wessexes!





Assembly proceeded apace, and the interior parts went together a treat



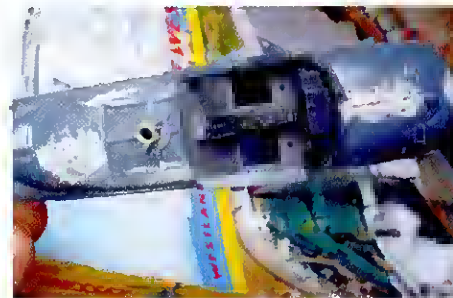
Injector pin marks on the inside of the cabin will not be visible once the model is assembled — even if you elect to open the rear cabin door



Dry-fitting the nose and transparencies revealed that filler would be needed only at the base of the windscreen



The troop benches installed. I left off the Airwaves seatbelts, as with the door closed they would not be visible



The central console is barely discernible through the transparency, so a cursory paint job is sufficient.



Dry-brushing brings out the cockpit detail. Note the brass tube set into the roof to accommodate the rotor assembly

details like seatbelts, instrument panel and windscreen wipers, but I ended up using comparatively little of it thanks to the excellence of the kit. Starting with the internal bulkheads and troop-carrying benches, I very quickly had the model assembled to the point at which I could join the fuselage halves.

At this point the transparencies need to be fitted to the cabin, and I would recommend masking them before joining the fuselage, as nothing is more depressing than pushing a window backwards into a cavity during an advanced stage of the build. With this in mind I also masked the side windows on the cockpit before closing things up. Once — more than once in fact —

bitten, twice shy!

The main assembly was completed and cleaned up in a remarkably short space of time. Masses of detail parts were left off for later addition, but it seemed almost indecently soon before I was preparing to spray things green.

Colour and markings

I definitely wanted a green machine, and things were held up for a week or so while I went about the business of acquiring a pot of Xtracolor RN Helicopter Green. This looks a little lurid at first, and I had been intending to use an Olive Drab, but the Xtracolor is correct, and once toned down with satin varnish it looks exactly as I remember

the green helicopters of my youth. I sprayed two coats and, properly thinned, it behaves impeccably, leaving a perfect decal-friendly surface ready for the next, and most enjoyable stage.

I had acquired Modeldecals' excellent sheet for the Wessex two years prior to finding this kit, and have subsequently had more than my money's worth of poring over it imagining which options I would build in that fantasy modeller's heaven where time stands still and all the kits get built. Ironical, then, that when it came down to it I decided to use the kit decals instead, modelling my HU.5 as XS522 of 772 Sqn aboard HMS *London* in 1981. I forget the reasoning behind this decision now, but

these particular markings fitted all the criteria, and the decals themselves went on faultlessly, leaving me with a beautiful finish to the model and a still unspoiled Modeldecals sheet over which I can continue to fantasise at my leisure. My one deviation was to omit the yellow *Buzby* character from the nose. There were two reasons for this — firstly I never use nose art on models, preferring anonymous workaday machines, and secondly, *Buzby* was really annoying on the telephone company's TV adverts, and the last thing I wanted was to be reminded, every time I looked at my Wessex, how badly my fingers ached to ring his scrawny yellow neck.

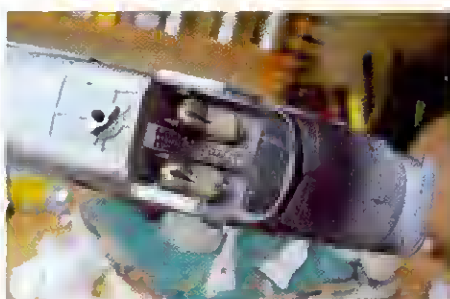
Wessex Walkaround

Detail shots of Wessex HU.5, XS481, restored at
Doncaster's Aeroventure Museum (Photos © Gary Hatcher)





Cleaning up and masking the fuselage. The cockpit is blanked off ready for an initial coat of primer



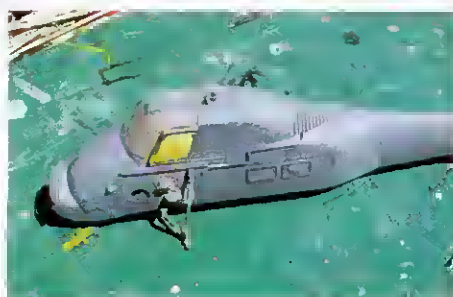
The finished cabin interior. Again, sufficient to be viewed through the transparencies, but if the windows are to be modelled open Pavla's set 72051 is recommended



Prior to completing the primer coat, the black patches behind the exhausts are sprayed and masked with Halford's matt black auto spray



Main rotors undergoing the spray treatment



The model is now primed and ready for a coat of Xtracolor RN Helo Green



Doors blanked off, winch partially installed, the model is now ready for the final stages

Finishing touches

Final touches added involved a great deal of messing about. Painting the rotors was a chore, albeit a worthwhile one. The kit has a droop built into them, which is most effective. The tail rotor, I am advised, is incorrect, but I am a colours and markings man, and care little for the intricacies of nuts and bolts. Dark heresy I know, and I fitted the wrong footstep below the sliding door as well! Be advised that this kit contains a lot of spare parts for the other variants, and these are best banished at an early opportunity.

The last thing I did was to borrow a couple of hairs from Annie to make up the twin strands of the aerial that

embraces the fuselage (*Borrow? You plan to give them back? Ed.*) This done, I sat back and contemplated the finished result.

I have made a lot of bad models over the years — most of them Skuas — but this broke the mould. It is, to date, and thanks to the beautiful design of the kit, the best looking model I have managed to complete. With the recent reissue of the HAS.3, which utilises most of the same parts, it will not be long before the green machine is joined by a yellow and blue one.

Now, if only Italeri would do a Wasp...

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Swords into Ploughshares

CONVERSION 1/72
BY ANDY HAZELL

Short Stirling V

Scale: 1/72 Kit No: 07002

Price: £16.99 Decal Options: 2

Type: Injection Moulded Plastic

Manufacturer: Airfix



Additional Materials

Magna Models Conversion No. 8472

Price: £19.35

magna.models@ntlworld.com

Stirling Albion

Andy Hazell continues his occasional series with the Magna Models' Short Stirling V conversion

Like many other manufacturers, such as Avro with the Lancastrian and Halifax with the Halton, Short Brothers were not oblivious to the fact that air transport, both civilian and military, was going to be a growing market in the future. So, as with their competitors, they developed a transport version of their principal bomber, which in this case resulted in the Short Stirling Mk V.

Unlike Lancastrians and Haltons, which appeared in significant numbers, only a handful of Stirling Mk Vs were used by civilian operators, but in fairness, unlike the Halton and Lancastrian, the Stirling Mk V was designed to meet the requirements of RAF Transport Command and was always intended as a military transport intended principally for service in the Far East in support of Tiger Force. Only after they came to the end of their military service lives in 1947 were 12

of the 160 Stirling Vs built acquired by Airtech Ltd at Thame, near Aylesbury, for conversion as passenger and cargo transports for the Belgian charter operator Trans-Air, later renamed Air Transport (Brussels).

The kits

The Magna conversion kit contains that manufacturer's usual bomber-to-transport parts to convert an Airfix Stirling B.III into a Stirling V:

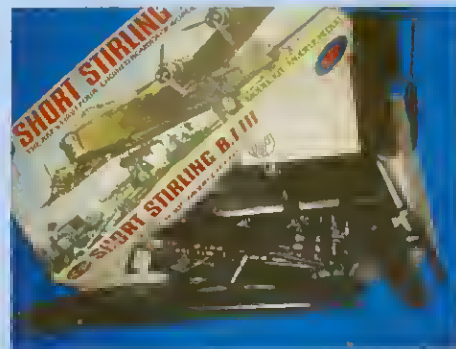
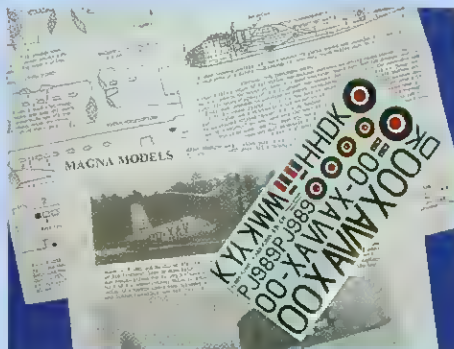
- Resin plugs for nose, dorsal and tail gun turrets.
- A set of resin prop spinners to fit the kit blades.
- A set of modified engine air intakes, again in resin.
- A template with which to scribe the additional fuselage cargo door.
- Clear vacformed nose and astrodome.

The kit also contains decals for three aircraft:

- Stirling V PJ996/DK-H, 158 Squadron, 1945.

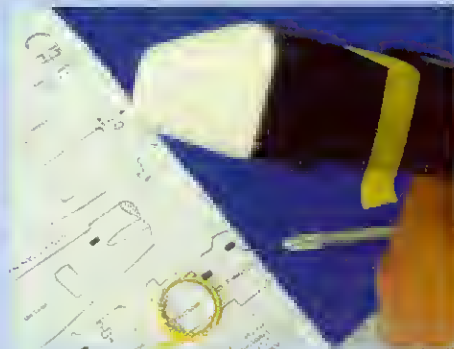
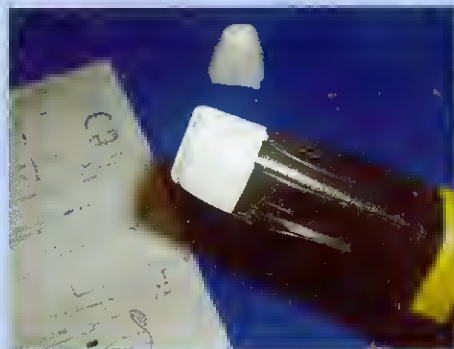
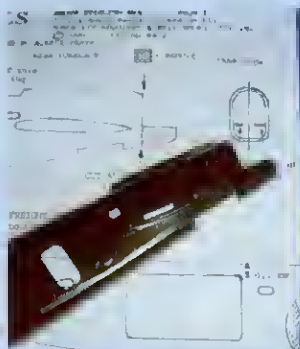
- Stirling V PJ989/KY-W, 42 Squadron, RAF Stoney Cross, Hampshire, June, 1945.
- OO-XAV of Air Transport (Belgium), Blackbushe Aerodrome, 1949.

Obviously, in addition to the Magna conversion kit you need a Stirling donor kit. Err...hang on a minute, Airfix is no more and the shops don't have any old stock left. What now? Well, eBay, that wonder of modern technology — yes, even I have entered the computer age! — came to the rescue. After two bids and £15.55 poorer I was the proud owner of a rather faded Airfix Stirling box from circa 1985. Not a bad deal. £15.55 is pretty much what it would have cost from the shops, if they had had any left. The Stirling is pure Airfix 1966 vintage, so you know the drill — lots of raised rivet detail and comedy interiors, but at least the canopy is clear and fairly thin, to the extent Magna don't feel the need to include a vacformed replacement. Big sigh of



Magna kit's resin and vacform clear components, instructions, and decal sheet for three aircraft

"After two bids on eBay and £15.55 poorer I was the proud owner of a rather faded Airfix Stirling box from circa 1985"



"Scalpel, Stanley knife and razor saw in hand, off came the turrets and in went the replacement resin plugs"

Removing the dorsal turret ready for fitting the resin blanking plate

relief from this author! In addition there is the famous tractor unit and bomb trolleys for those who like dioramas.

But first, some festive (non) flying

As usual a good four months elapsed between being all ready to start and actually beginning the project. To be fair, Christmas and New Year in Prague did intervene, not to mention an eventful trip home. Having passed a very enjoyable few days in what really can only be described as the 'Jewel of Central Europe' we were greeted at Check-In with the words "Sorry, we have only three seats for the four of you!" How can a national carrier (names will not be provided to protect the guilty, but for once it wasn't BA!) with whom tickets were booked three months previously not have enough places?

As our two companions had a young daughter to collect and my adoring partner had to be in work the following

day, without thinking I found myself paraphrasing Captain Oates with the words "I will just wait here for a while. I may be some time." Were my comrades in adversity impressed by this display of British stiff upper lip?

Nope, they just charged through passport control without looking back! Well, they did actually say 'Thank you', but they did not hang around for long, just in case I changed my mind. Which I most definitely would have done if I

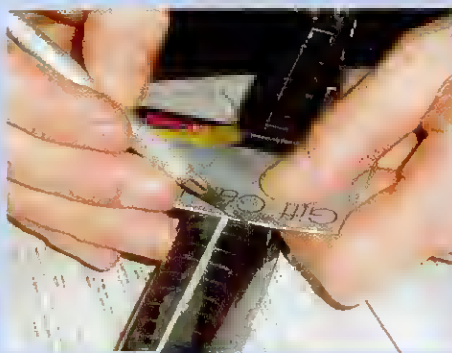
had known that I was going to get bumped off the next flight, offered a trip to Paris(!) and eventually not see dear old 'Blighty' for another 13 hours. (It would have been quicker, and more fun, by Stirling V. Ed.)



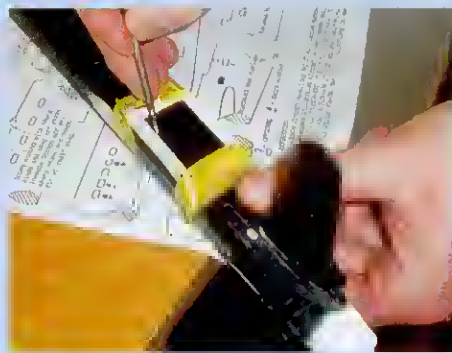
Trans-Air's OO-XAS, formerly PK154, pictured at Blackbushe Aerodrome on 14 April 1949 (© E J Riding via Richard T Riding)



"My ability to misplace at least one part of each project I undertake is probably a result of my own untidiness, witness this picture of my worktable"



Rescribing panel lines lost whilst sanding off "those famous Airfix rivets"



Marking out the Stirling V's cargo door



Converted fuselage assembly completed



Halford's trusty aluminium spray paint has been applied to the fuselage and cockpit masking is being removed



3 mm discs of plasticard represent the Stirling V's leading-edge mounted landing lights



Main airframe components painted and decalled ready for and after assembly



Nearly there! Engines, cowlings, propellers and undercarriage components await installation

Getting started

So, where to begin? Predictably with the interior, where again, my 'Who will actually be able to see anything?' rule was enforced. So the interior was just as per kit, with Halford's primer and a thin black wash. A number of windows in the fuselage need to be blanked off, but pay careful attention to the instructions as this practice seems to vary between aircraft.

Then it was time for the fun part: *Dr Andy's DIY Remedial Surgery for Beginners*. So with the practitioner fully anaesthetised with the finest offerings of Preston's more salubrious drinking establishments, out came the sharpened instruments. Scalpel, Stanley knife and razor saw in hand, off came the turrets and with aid of superglue in

went the replacement resin plugs, all followed by the sound of the alarm clock going off at 0645 and the dawning realisation that it had happened to me again. I may have been in the approximate vicinity of the bedroom, I was still fully dressed, all the lights were still on and the telly was still blaring away, yet again I had forgotten to go to bed! It really is just as well I am left to my own devices during the week. I doubt very much whether a certain IT consultant would put up with my eccentric night time behaviour, and I can't say I would blame her.

Maybe I should point out that, prior to falling into my unintended comatose state, I had chosen not to fit the smaller fuselage windows, which would be applied later using Clearfix. I

remembered to fit the dorsal turret blank before joining the fuselage halves. I was already doing far better than I had on the Lancastrian project (SAMI, October 2006), with which I created a whole host of extra problems as a result of being in charge of a loaded kit whilst under the influence.

A [de] riveting experience

Wings, engines and stabilisers were assembled per kit instructions, the only departure being the fitting of the modified air intakes. This being a vintage Airfix kit a generous amount of filler and sanding was required just about everywhere in order to achieve anything remotely approaching a satisfactory result. Just about every joint required attention. This left me with the problem as to what to do

about the subsequent loss of all those famous Airfix rivets. I know the accepted practice is to sand them all off and rescribe the panel lines, but in my alternative universe life is just simply too short to bothered with that. My solution is just to rescribe what was lost and carry on regardless.

Now I know many of you will say that a mixture of raised rivets and recessed lines is just not going to look right. Well it is surprising how easily on first inspection the eye can be deceived. Once painted up, you really have to look very closely to pick it out. That's my argument, I'm sticking to it, so look at the pictures and judge for yourself. I know I will never win any prizes for my creations, but I make model aircraft for the simple fun of it and don't worry about anything else too

much. No mid-life crisis for me — way too much effort would be involved!

Construction was again interrupted by a weekend visit to IPMS Bolton's Model Bonanza in January, where Mark from Transport Models introduced me to the delights of the Squadron/Signal Sanding Stick. What a revelation! These are ideal for most sanding jobs that do not require a flat profile and can be used wet or dry. In fact 'she who must be obeyed' finds them ideal also for her nails. This generosity on my part is of course not reciprocated in any way, as witness the merry hell that results when I am caught using her hairdryer to speed up the process when airbrushing Lifecolor acrylics. Even this pales into insignificance compared to the Spanish Inquisition that ensued the time I was discovered curing enamel paint onto motorcycle parts in the kitchen oven.

Watch my smoke

I must confess I left the Bolton event slightly dejected, not because of the show, but rather the high standards of the models on show. It made my own efforts seem very amateur and clumsy in comparison. The journey home also proved most eventful as I achieved the 'dashboard jackpot full house'. For those who need to know, this occurs when all the warning lights are lit simultaneously — very amusing in the middle lane of the M61! Still, true to form 'old faithful', a 1968 Volvo Amazon nicknamed *Amoco Cadiz* (not because of its truly awful fuel consumption, but rather the inordinate amount of oil it deposits on the driveway) made it back to base. The exhaust had also let loose by the end of the journey. Ever heard a distressed Spitfire performing a forced landing? The neighbours have now, complete with blue smoke visual effects!

Any colour you like...

So long as it's silver. Confronted with all the vast area of bare plastic involved in this project, I took the easy way out. Yes, Halford's grey plastic primer,



followed by that reliable fall back of Halford's aluminium silver aerosol. All was followed with three generous coats of Johnson's Klear. I should mention that good old Tamiya tape and Humbrol Maskol covered up the see-through bits, following a coat of Klear to improve clarity. I also airbrushed a coat of light green on first to provide the interior colour.

This then brings us to the decals. These are very well printed, but they are very, very thin. Yes, you are there already: I broke them. In fact I broke most of them into more than one piece. Now, from my previous articles, you all know I am clumsy. My mother tells me I'm clumsy, my partner tells me I'm clumsy, even I know I'm clumsy, but these decals are just too fragile. The



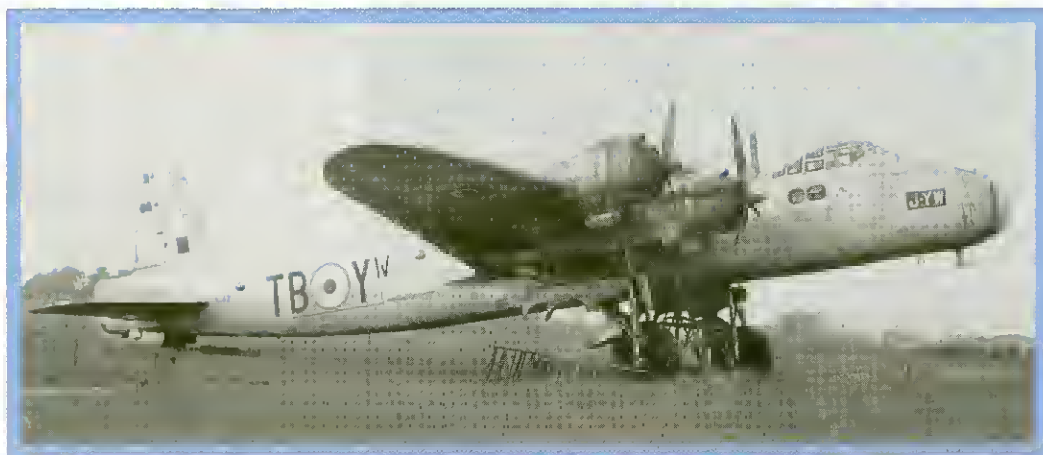
"I was slightly distracted with the 1940 BSA C10 motorcycle I had acquired"

previous Magna decals were a joy to use. Have they switched suppliers in Spain? If so, please switch back immediately, if only for my sake and future sanity. Anyway, after some reconstruction, a liberal soaking in Micro Sol and a touch of black paint, things looked sort of all right, and a final coat of Klear sealed everything in.

So, one airframe all complete, just add the finishing touches and it should be done in a week or so? Well, confession time again. I lost interest for a month or so. Surely I can't be the only one who has to be in exactly the right frame of mind to make models? If I force myself to complete them, things go wrong, I get agitated, and the whole thing ends up in a flat spin against the wall. I build models for enjoyment and to relax. If I don't enjoy it, I don't do it. This is why I only complete a couple of projects a year, but the point is that I enjoy doing them. Mind you, I was slightly distracted with the 1940 BSA C10 motorcycle I acquired at the time, although it remained hidden in the garage for a number of weeks until I plucked up enough courage to confess.

End game

I added the fuselage side windows with Clearfix, a marvellous product and so much easier than masking all those fiddly little areas prior to spraying. The astrodome and Perspex nose were



Stirling V G-AKPC, formerly PK148, was the only Stirling ever to have appeared on the British Civil Aircraft Register. It was registered for a ferry flight from RAF Polebrook to Airtech Ltd at Thame, where it was photographed on 11 June 1948. Intended to be overhauled for Belgian carrier Trans-Air as OO-XAM, it was never converted, and was scrapped at Thame later that year (© E J Riding via Richard T Riding)

added using the vacform parts supplied by Magna, and some strips of silver decal provided the required framework. The undercarriage was as per kit with the addition of some fuse wire brakelines. I punched out some 3-mm discs of plastic card to represent the wing-mounted landing lights and added the nose antennas from the 'bits box'. Be careful to ensure that you use the correct exhausts. The Airfix kit provides a choice; you need the ones for the B.III version.

The undercarriage was sprayed in Halford's silver, but I applied a wash using Humbrol matt black heavily thinned in order to highlight detail and provide some contrast to what was rapidly becoming a very shiny aircraft. I considered highlighting a few panels in contrasting shades of silver, but the photos of the aircraft in service do not indicate this, and it would have involved extra masking, so that idea was quickly shelved. Tyres were painted matt dark grey and the fronts of the engine cowlis sprayed in Humbrol bronze.



I chose to add the Magna-supplied propeller spinners. References show these were fitted to some aircraft and not to others, and the same aircraft wear them in one photograph but not in another. I can only assume it was a case of what mood the service mechanics were in that day? Add aerials from coloured fishing line and all done at last, only three months after starting — something of a personal record for me!

Conclusion

The Stirling kit went together rather well. You need to forgive it the lack of interior and wheel well detail and the out-of-scale movable control surfaces, but the engineering is good. The wings slot into recessed wells to produce a more than adequate root joint, and all the major components fit. As for the Magna conversions, my views on this subject are already well known. I think they are brilliant! Yes, I had trouble with the decals, but I had a review kit and the production items may well be up to Magna's usually excellent standards. In addition, don't forget I really am *seriously* clumsy, so readers

may well find they encounter no problems whatsoever.

True to form I managed to lose one of the undercarriage doors. No change there then. This ability to misplace at least one part of each project I

undertake is probably as result of my own untidiness, witness the picture of my worktable. You will agree that it is a complete contrast to the impeccably set-out workstation that appeared in *SAMI* a couple of issues ago!



Andy's 'Swords into Ploughshares' trio: Avro Lancastrian, Handley Page Halton and Short Stirling V

The Stirling, along with the Lancastrian and Halton, brings to an end my build of the 'civvy' trio of British heavy bomber conversions that have made up this series*. I have thoroughly enjoyed building them and I been have genuinely surprised by the amount of positive feedback and encouragement I have received from readers, not just for doing something that little bit different, but for having the courage to go into print when I know my efforts are not really as good as the consistently high standards of others who write for *SAMI*. The one thing I will say is that my skills are far better for having done it, and therefore to Managing Editor Jerram, a big thank you for encouraging me to have a go in the first place.

SAMI

* This is not quite the end of the Swords into Ploughshares story, however, as I still have the Magna B-17 'Felix' conversion to complete. This is a double option kit, Magna generously supplying sufficient parts for two complete conversions, so working at my usual rate, I will see you again sometime in 2009!

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AML 1/72 Fiat G.50 biposto

Training Under the Tricolore

Italian trainer aircraft in kit form, by Chris Busbridge

Italian aircraft modelling enthusiasts have recently benefited from quite a large influx of models, most of which are good quality. Before this happy state of affairs, smaller 'cottage' or 'garage' manufacturers were often the only source of such types. With the most popular choice not surprisingly being aircraft from the WWII era, it does come as further surprise to learn that trainer aircraft are also quite well

represented, especially in 1/72 scale. This article examines what is readily available in that field, although it is by no means a comprehensive overview.

Italy did not have a large indigenous aircraft industry during the early part of the 20th Century, although the WWII Caproni bombers proved to be the exception. The 1916 Ansaldo SVA.5 was the first serious attempt by an Italian company to manufacture a biplane fighter for

national use, although the Americans were quite interested in the design as well. Although rejected as a fighter in Italy, it was successfully used as a trainer and in the reconnaissance role. A two-seat SVA.9 variant was also built. Both of these (and the SVA.10) are available in 1/72 scale kit form from Choroszy Modelbud, as well as a fine SVA.5 1/48 resin kit manufactured by Spin Models.

The Italian Air Force expanded quite rapidly in the inter-war years. Many trainer aircraft were designed and built during this time, the principal manufacturers being Breda and Caproni. The Breda 19, Breda 25 and Caproni Ca.100 are perhaps the best known examples. The Ca.100 was first developed in 1928 and was based on the de Havilland D.H.60 Moth, featuring the characteristic Caproni shorter span upper wing. Choroszy Modelbud have produced a nice selection of 1/72 resin kits covering all of the above, including nine variants of the Ca.100 alone! Also from this company (and Jach) is the Saiman 200, another biplane trainer from the latter part of this period (1938). Other two-seater aircraft from this area include the Fiat G.5 (1932) and G.8, which are also available from Choroszy. The 1934 IMAM Ro.41 was initially designed as a light fighter, but its

Special Hobby 1/48 Nardi FN.305





Azur 1/72 Nardi FN.305



Choroszy Modelbud 1/72 Caproni Ca.164



Choroszy Modelbud 1/72 Fiat G.5



Classic Airframe 1/48 Fiat Cr.42 biposto

excellent qualities made it an ideal trainer. Planet Models produced a nice 1/72 resin kit of this aircraft, but it's out of production, as is the Old Wings model.

With war looming, some companies developed a series of monoplane trainers. These include Avia, Nardi and Saiman. The Avia FL.3 first flew in 1938 and was an immediate success. RS Models produced a range of delicate 1/72 injection-moulded kits of this aircraft. MPM, under their Azur and Special Hobby brand, provided both 1/72 and 1/48 limited-run injection-moulded models of the Nardi FN.305, which first flew in 1937 and was used mainly in the advanced trainer role. LF Models and Legato also produced resin-based Nardi kits, including a FN.315 in 1/48th scale by LF Models. The Saiman 202 is not currently available, although Old Wings did release one a few years ago. One other monoplane trainer of WWII was the unloved Fiat G.50 *biposto*. AML produced a limited-run 1/72 injection moulded kit of it. Both E.P. Originals and Italian Classics produced resin-based 1/48 G.50 *biposto* conversion kits but they too are thought to be no longer available. Another two-seater from this era was the Reggiane Re.2003. Only two were built, although it was intended for the



Choroszy Modelbud 1/72 Caproni Ca.100 (Fiat A50 engine)



Choroszy Modelbud 1/72 Caproni Ca.100 idrovolante



Supermodel 1/72 Aermacchi MB.339A



Choroszy Modelbud 1/72 Breda 19

recce role. Special Hobby have produced a 1/72 kit of this aircraft and is based on their Re.2000 kit. RS Models released an inferior Re.2003 resin kit in the same scale. One other trainer that saw only limited use during WWII was the Caproni Ca.164, available as a 1/72 resin kit from Choroszy Modelbud.

In the immediate aftermath of WWII, small-scale production was resumed, including the Avia FL.3 trainer and a small number of Fiat Cr.42s converted by Agusta into two-seat trainers. Classic Airframe released such a model as part of their Cr.42 series. Fiat had enough capacity and stock to resume production of their G.55 fighter, a significant development of which was the introduction of a two-seater variant that first flew in 1946. Special Hobby have listed this variant as a possible future release in 1/72 scale. In 1951, Piaggio developed the P.14B trainer, of which 100 or so were built. Italiankits have recently added this aircraft to their 1/72 Cunarmodel range. (*The taildragger P.148 was the forerunner of the more numerous tricycle undercarriage Piaggio/Focke-Wulf FW P.149, which is available in resin from Jean-Pierre Dujin. Ed.*)

Although Fiat developed the two-seat G.80/G.B2 jet trainer in the mid-1950, it was the Aermacchi MB.326 that proved to be Italy's most widely used jet trainer, the firm having previously designed the diminutive high-wing monoplane MB.30B trainer (available as a 1/72 resin kit from Italiankits). The MB.326 was successfully exported to several countries, including Argentina, Brazil, South Africa, New Zealand and Australia, a trend that was to continue with the upgraded MB.339.



Planet Models 1/72 IMAM Ro.41



Aerodim 1/72 Breda Ba.25

Supermodel produced both variants in 1/72, but the best examples are the 1/48 ESCI MB.326 (now Italeri) and FREMS 1/48 MB.339 injection-moulded kits. Limitations are that the

built in 195B and is available in 1/72 resin kit from Cunarmodel, who have produced other trainer aircraft of the modern age, including the SIAI-Marchetti SF.260, S.211A and the AMX-T, all to 1/72 scale. One other company of note mentioned before is SkyModels, who have produced a fine 1/48 scale SF.260.

At a rough count, it is perfectly possible to build a collection of 1/72 Italian trainer kits approaching 30 or so, with the lion's share being from the ever impressive range of Choroszy Modelbud kits. It is mainly thanks to them that this subject matter has been so well covered, although companies such as Cunarmodel have done their bit as well. Unfortunately there is only a very limited choice in 1/48, perhaps leaving plenty of scope perhaps for future releases in this scale? Only time will tell.

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Choroszy Modelbud 1/72 Saiman 200



RS Models 1/72 Avia FL.3



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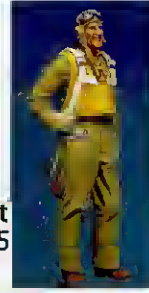
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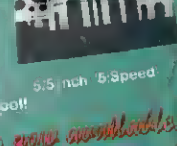
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The Brass Assist

The weather in Perth over the show weekend was excellent – sunny and later on quite warm for a Scottish springtime. This was only my second Scottish Show and it appeared to be both larger and busier than last year. The competition area in particular was subject to a lot of reshuffling as the entries grew and grew during Saturday.

There were some magnificent and inventive models on show. The 'What-If' brigade were out in force, of course. Perhaps the most impressive in size was the 1/32 Revell Beaufighter, plus extras, converted into a 'Bristol Buckfast.' I'm not entirely convinced by the aerodynamics, but the suggested ornament was impressive. In the main hall some fine TSR.2 and Avro Canada CF-105 'What-Ifs' were also on show. I very much liked the Aberdeen Modeller's Society alternative to the Nimrod, a 'What-If' Hamp-coloured Vanguard conversion, which was the type mooted in the 1960s as a Shackleton replacement. Quite Orion-ish.

Dundee IPMS surpassed themselves

with their 'What-If' display. A whole raft of Wyverns (what is the collective for those do you suppose?) in alternative colours and modifications. These were all 1/48 machines, so Trumpeter and Classic Airframes sales have been doing well in Dundee.

The traders were well represented at Perth, many of them familiar from Telford. There were some good bargains to be had and it was nice to see evidence of the new, revived Airfix in the shape of the RNLi lifeboat on sale. I had several long chats with both old friends and new acquaintances and, of course, spent more than I'd intended. Perth being both smaller and quieter than Telford, it was easier to find space and time to chat.

A fine show and a great display. As always, I came away with lots of ideas for new builds, which I'll never have time to complete.

SAW



The Aberdeen Modeller's unique 'Vickers Nimrod'. A real 'What If' and a well executed piece of workmanship

Perth 2007

Scottish Nationals Show



Most sublime of Tiger schemes, something at which the Luftwaffe excel



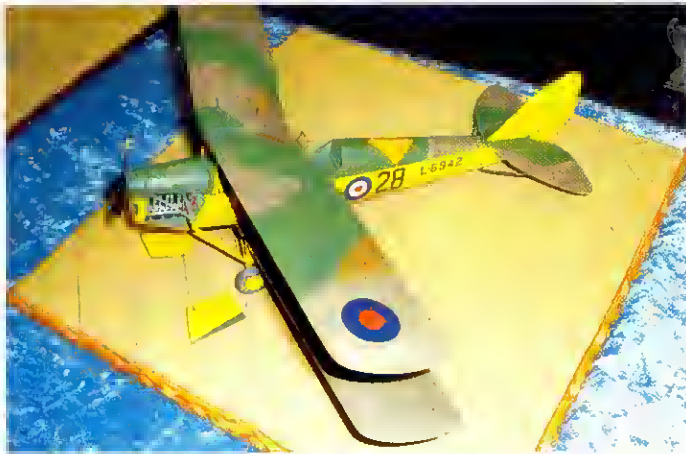
Part of the RAF Bomber Command display



Another Navy type all too often ignored in favour of single-seat types



Please don't touch the models... they will bite you. Especially that Zwilling!



Simple but effective trainer scheme on this well turned out Tiger Moth



Glasgow IPMS had a well laid out display, that included this SAR B-17F



A Norwegian F-16 in the competition area



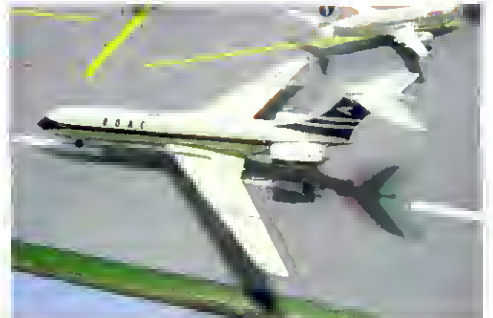
That's good advice. Definitely, definitely 'Think Navy!'



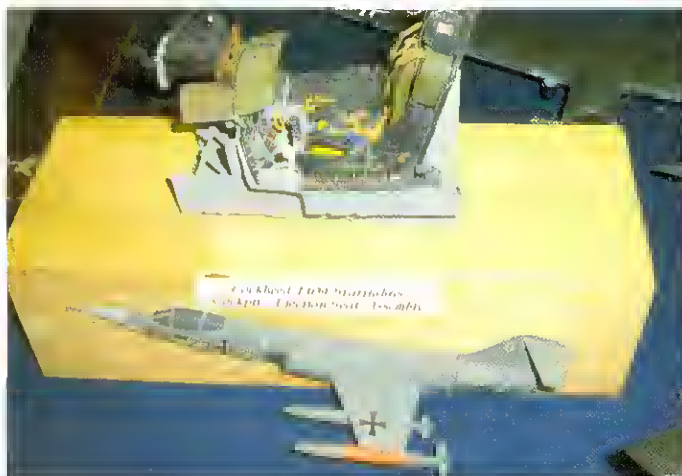
Not so much a 'What If' as a 'What For?' Not nearly so imaginary as you might suppose, either!



Plenty more Naval aircraft at Dunfermline and District's Ark Royal Project display



Some old kits scrubbed up very well on the Airliners table



One of the more unusual items on display. The sectioned aircraft was redolent of the legendary 'Captain Lockheed and the Starfighters' album sleeve — or am I showing my age now?



Another well-travelled group is the Hurricane SIG, whose display couldn't help but please, featuring as it did Hawker's finest



An absolutely first-rate job made of folding up this Walrus



Never enough SLUFs...



The Aerobatic team SIG is a well-travelled organisation!



Fairey Flycatcher in eye-catching 'silver service' markings



Beautifully controlled airbrushing singled out this Spade. Not the loudest scheme present, but a real eye-catcher



A smart Connie, in a very nice livery. Civil aviation, although often neglected, has a lot to offer the modeller these days

RETRACT

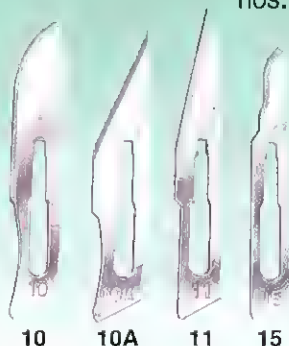
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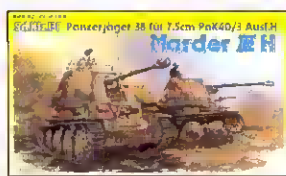
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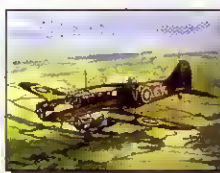
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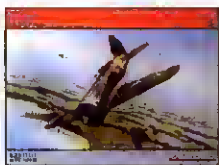


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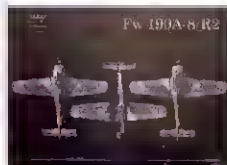


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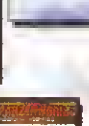
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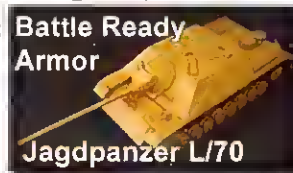
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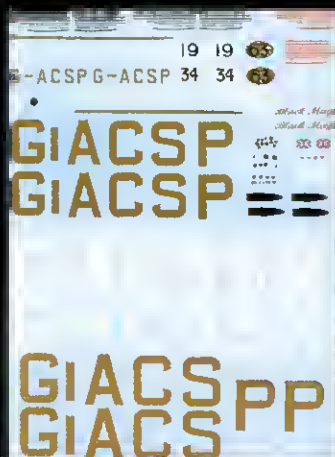
Black Magic!

Ted Taylor builds Aerotech's 1/32 kit of Jim and Amy Mollison's de Havilland Comet MacRobertson racer



De Havilland D.H.88 Comet

Kit No: AT32004 Price: £141.00
Panel Lines: Recessed Status: New Tooling
Type: Cast Resin Decal Options: 5
Parts: Resin 16, Etched Brass 70, White Metal 62,
Vacform Clear 5, Rubber 2
Manufacturer: Aerotech
UK Supplier: Marsh Models, Old Stable Studio, Court
Lodge Farn, Warring, East Sussex BN27 1RY T: 01323
833717 W: www.marshmodels.com



Decals are provided for all three of the 1934 MacRobertson Race entrants

This is the second kit I have reviewed from Marsh Models in their Aerotech series and it is one of my favourite aircraft. Three D.H.88 Comets were built for the 1934 MacRobertson England-Australia Air Race (see sidebar). Any of the three can be built from the kit with the decals supplied and you have a choice of colours: black (G-ACSP), British Racing Green (G-ACSR), or red (G-ACSS). I chose G-ACSP, named *Black Magic*, for the simple reason that I already have a 1/48 scale model of the red G-ACSS *Grosvenor House*.

Construction of the model is very easy, with large resin components and some delicate etched parts, plus some white metal fixtures. The fuselage with fin comes as a single piece with an underside section for the base of the cockpit and wing roots. The wings have their engine nacelles cast on; the tail

unit with separate elevators and rudder poses no problems at all, so it couldn't be much simpler.

As usual construction starts in the cockpit area. The fuselage has a large hole here that will be filled with separate sidewalls, instrument panels, seats and controls, all delicately done. As this was a wooden aeroplane the sidewalls feature the wooden formers and plywood skinning, which I painted with a light tan colour with the formers in a darker varnished wood finish, both mixes that I made to match wood samples I have. Colour instructions are given on the sheet and I followed these for the remainder of painting.

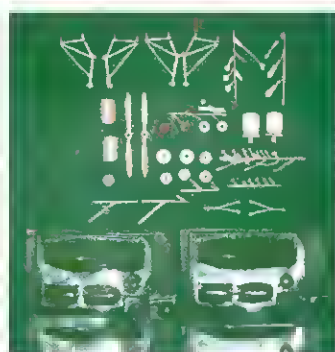
The instrument panels are from etched brass, with raised bezels on the front surfaces and simulated instruments to the rear. All of these were painted with Humbrol HU 85 satin black. The main panel is made up

as a sandwich, with a decal for the faces of instruments. I thought it would be too delicate to use on its own so I just cut it out of the paper, held that behind the panel to align all the faces, then placed a drop of gloss varnish into each position and left it to dry. The paper was coated with Johnson's Klear and the rear section was attached using Zap-A-Gap. While metal instrument case backs are provided for the rear panel, and this time the decals were placed on the surface and covered with gloss varnish to seal them in. For a change I didn't dry-brush the panels with white or silver, but carefully scraped the black paint from the bezels with a scalpel blade, which worked fine.

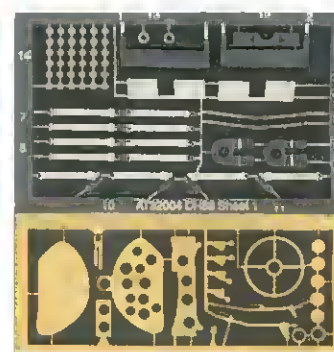
The trim wheel, compasses and throttle levers were painted and added to the sidewalls, followed by the remaining brass and white metal parts



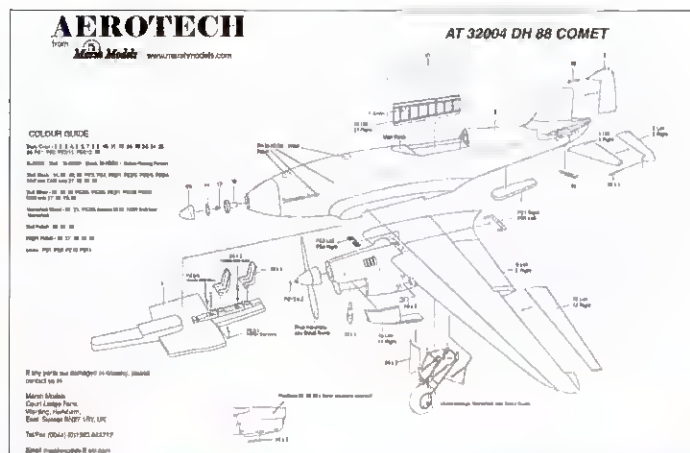
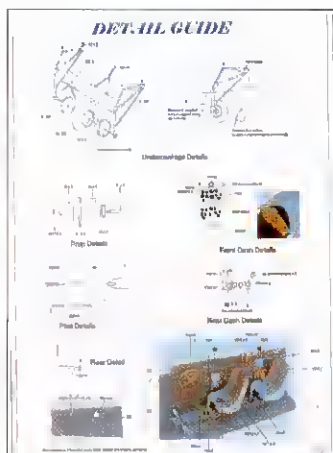
Main kit parts in resin, with rubber tyres



White metal components for undercarriage and propellers, with two sets of vacform transparencies



Extensive etched components are provided for cockpit details

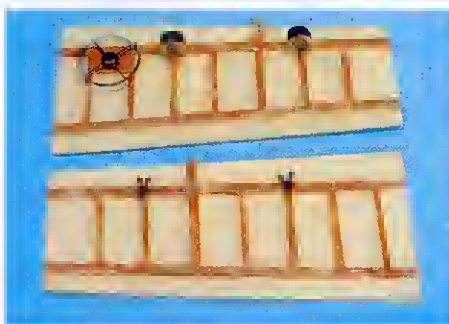


Each of these limited edition kits comes with a numbered Certificate of Authenticity

Kit assembly and detailing instructions



Front and rear (lower) etched instrument panels showing the bezels scraped of paint



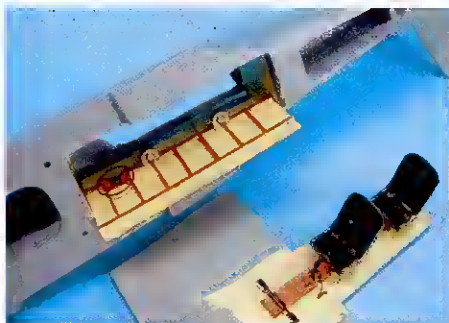
Starboard (upper) and port cockpit walls with compasses and throttle levers installed



Etched levers, control columns and rudder pedals can all be installed before inserting the cockpit floor



Sidewall ready for assembly in the fuselage. Walls just slide into position within the cockpit opening but must be glued. The other openings visible here are weight and resin savings



Tiny gaps that needed filler after the floor section had been inserted

for the floor section. Black is given for the colour of the seats, but the etched seat straps will show up nicely against this: all in all a nicely detailed cockpit. When I tried to fit the starboard sidewall I found some excess resin had built up under the top edge of the

fuselage wall. I took this out with a Dremel tool burr, but I had to go very carefully as the skin here is very thin, but when the obstruction was cleared all the interior sections were a good fit. The floor was fixed with 10-minute two-part epoxy resin, which gave me

time to make sure all was aligned correctly and also filled the small gap around the edges. This needs to be a strong joint as the wings will be attached to the floor section tabs later.

A round file was used on the rear edges of the fin and tailplanes to ensure a good seat for the elevators and rudder, again all secured with epoxy resin. When hardened off, the fuselage was





Tailskid needed to have its locating hole drilled out



Front engine cylinder installed before enclosing the nacelle

given a wet rub down to get as smooth a finish as possible and left to air dry.

The main parts of the engine nacelles are moulded with the wing but there is a front quarter as a separate item to allow you to insert a white metal cylinder that can be seen through the open air intake to represent the front bank of the D.H. Gipsy Six R engine. I painted this black, and when dry I scraped the edges of the cooling gills to expose bare metal and make the detail stand out. Once these had been fitted the cowlings were fixed with superglue, but the fasteners were not added until all the painting was done.

At this stage a lot of the white metal parts are called for, so I spent some time with a wire suede brush cleaning off all the oxidation that always builds up on these. Most parts were just left clean waiting to be painted, but the props and spinners were given special treatment. First they were rubbed down

with 1000-grit wet 'n' dry paper, then a final rub with 1200-grit to get a smooth surface, and after that a good polish with Brasso or Duraglit to get a true bare metal finish. When I was happy with the parts I coated them with Klear to prevent them re-oxidizing.

The undercarriage legs were assembled around the wheels and lightly tacked with superglue, then placed quickly into the bays' location holes to check alignment. When all was correct the entire units were reinforced with glue but not fixed into their bays until later. Next I attempted to fit the tailskid, but the hole for it had filled up in casting so, as I couldn't find a drill for square holes, with an old file I rounded off the square peg and drilled a fresh hole to size and superglued the leg in place.

Fitting the wings was a little tricky. The underside locations for the tabs needed some work as the fit was very



The Comets' tale

It was no small challenge. But then, £A15,000 (about £11,750 at that time) was no small prize in 1934.

Australian philanthropist and confectionery magnate Sir Macpherson Robertson put up that purse, and a gold cup, for an air race between England and Australia to commemorate the centenary of the founding of the State of Victoria. The race would start at London and finish at Melbourne, with five compulsory stops en route, and there would be prizes for the winner and runners-up in Speed and Handicap sections.

The 'MacRobertson Race', as it soon became known, spurred widespread interest among some of the world's leading manufacturers and pilots. But not in England, where only one company took a serious interest in developing an aeroplane specifically for the 11,000-mile speed dash. "It looked as if American aircraft might be easy winners unless something out of the ordinary were designed, and so we were forced to gamble," wrote Sir Geoffrey de Havilland in his autobiography *Sky Fever*.

A gamble it was, both technically and financially. What de Havilland and his chief designer Arthur Hagg proposed was to

create — in the space of nine months — a high-speed, long-endurance aeroplane that would be capable of exceeding 200 mph and have an unrefuelled range of at least 2,600 miles, enabling it to complete the London-Melbourne flight with the minimum required fuel/technical stops. It would be a twin, of all-wood construction, which would need to combine minimal frontal area (and thus a thin wing and narrow, streamlined fuselage) with the ability to carry 250+ gallons of fuel. Power would be an uprated version of Frank Halford's 195 hp D.H. Gipsy Six engine. To get good take-off performance with heavy fuel loads and still offer a high cruise speed it would have to have variable-pitch propellers, and would also feature a retractable undercarriage and flaps (all three were innovations in a British aircraft at the time).

With breathtaking confidence in their ability to meet this ambitious specification in the short time available, de Havilland placed advertisements in the aeronautical press: *The de Havilland Comet, now being designed for the MacRobertson England to Australia International Air Race. Orders are invited for a limited number of this long-distance type of*



Bernard Rubin's unnamed, British Racing Green G-ACSR, popularly known as 'The Green 'un', crewed by Owen Cathcart-Jones standing in for the aircraft's sick owner, and Rubin's flying instructor Ken Waller.



MacRobertson-winning Comet G-ACSS 'Grosvenor House'

racing aircraft. The price was £5,000 — half the potential race prize, but, noted Sir Geoffrey, "a nominal figure" that probably represented one-tenth of estimated development and production costs, with no prospect of a long run to amortise the company's outlay.

Delivery was guaranteed by September 1934, in time for the October start of the race from the newly built RAF aerodrome at Mildenhall, Suffolk (not quite London, but over 11,000+ miles, as near as made no odds). Three orders were quickly forthcoming, from record-breakers Jim and Amy Mollison, Arthur O Edwards, chairman and managing director of London's Grosvenor House Hotel, and Australian sheep farming heir and racing driver Bernard Rubin.

"Aeroplanes are seldom ready for delivery on the promised day, but this Comet had to be ready for the day of the race or all the work and time and money we had put into them would be wasted. I don't think any of us would care to live again through the weeks of agony that preceded the start of the race," recalled Sir Geoffrey. Indeed, it was a close-run thing. 'E.1.', the first Comet to fly (generally thought to have been the Mollisons' G-ACSR, although confusion remains) was taken aloft from Hatfield by D.H.'s chief test pilot Hubert Broad on 8 September 1934, a comfortable (!) six weeks before the start of the MacRobertson Race. Edwards' G-ACSS followed on 9 October, and Rubin's 'CSR' three days later, with just eight days to go

before the 'off'.

Poor Broad was run ragged compressing the flight test schedule for a high-performance, complex aircraft into weeks or hours instead of months. G-ACSS, named *Grosvenor House*, had logged just three-and-a-half-hours by the time it arrived at Mildenhall, with pilot C W A (Charles) Scott managing to make five landings and his partner Tom Campbell Black just two in the week of preparation before the race start on 20 October. When the day came, alongside the red *Grosvenor House* were the Mollisons' black-and-gold *Black Magic*, and Rubin's unnamed, British Racing Green G-ACSR, popularly known as 'The green 'un', crewed by Owen Cathcart-Jones standing in for the aircraft's

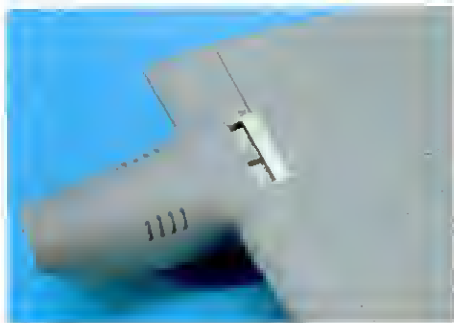
sick owner, and Rubin's flying instructor Ken Waller.

The story of how Scott and Black won the MacRobertson Speed section, reaching Melbourne in an astonishing 70 hours, 54 minutes and 18 seconds, and how Cathcart Jones and Waller came fourth, then left next day and flew back to Lympne with newsreel film of the event, has long been part of the Comet legend, too often and too well told to bear repeating here.*

What became of the MacRobertson Comet trio? After returning to England by sea, *Grosvenor House*, with 70:59 hours total time logged, was sold to the Air Ministry for £7,000, and forsook its vibrant red colours for silver dope, RAF



The Mollison's 'Black Magic'



Etched grilles are provided for the engine cowlings



Brasso was used to finish off the highly polished propellers



After sanding the filler around these joins the flap hinges needed replacing

tight, so a square file was used to enlarge the area rather than reducing the tabs front and back. When the wing finally met the fuselage it was fixed with a drop of epoxy resin, but there were still gaps top and bottom that needed filler. I ran some warm epoxy into these gaps which filled most of them, then finished off with Revell Plasto. As a result there was a fair amount of sanding smooth to be done, and I found I had sanded away the flap hinges, so these were replaced with 15-thou plasticard strip. The etched grilles were added to the tops of the engines and the ailerons were superglued on. The final job was to mask the cockpit with Tamiya tape and I was ready for painting.

I thought I had sanded all the resin parts to a fine surface but on close examination I decided I needed a good undercoat first. Mr Surfacer would have done nicely but I had none so it was

back to the Halford's grey primer. A couple of generous coats were applied and left for the obligatory 24 hours before rubbing down with a fine wet 'n' dry paper to a silky finish. The model was then washed off again and left to air dry until the next day.

My spray bench was given a clean up and fresh paper towel laid down again as I wanted no dust in the gloss black finish required here. My airbrush was given a good flush through to make sure it was clean and then I opened a new tin of Humbrol 21 gloss black. I used an electric stirrer to ensure a good mix then poured some into a jar for thinning. I have no idea what ratio paint-to-thinners was used, I just added small amounts until the paint sprayed properly on a test piece. By now the mix was very thin and went straight onto the model. I tend to spray the undersides first, then place the model on my turntable to spray the top.

I adjust the speed of each pass of the airbrush until I see the surface get wet, then move on, making sure there are no runs. The Humbrol paint feels dry in a couple of hours but it won't be hard so I leave it for 24 hours.

The undercarriage was now added and the fairings for them were cut from the clear sheet rather than using the heavy metal parts provided. The canopy is from the thin vacform sheet, I cut it out with my decal scissors and made the frames from the strips of decal provided in the kit. The masking was removed from the cockpit before the front instrument panel was fitted and the coaming was painted matt black, before Testors clear parts glue was run in a fine bead around the cockpit edges and the canopy was placed in position. The same method was used for the nose transparency where the landing light was fitted — I was amazed that there was a separate

'bulb' in it!

The metal propeller shafts tended to move back and forth when mounted in the engines so I placed a 40-thou disc of plasticard behind them before permanently fixing in position. Then, all the spinner and prop parts were superglued in position as the holes in each had so much play they flopped around.

Now it was time for the decals.

There are two sheets in the box. The registration letters are too small on the main sheet but are correct size on the supplementary sheet. All fitted perfectly and the gold colour is good and strong. When all the decals were dry I brushed a coat of Klear over the whole model, including the canopy.

There you have it, an excellent model of an historic aircraft, easy to assemble and quite impressive in size.

SAMI

roundels and the serial K5084. A troubled career at the A & AEE Martlesham Heath culminated in a severe landing accident in September 1936 when both undercarriage legs collapsed and the main fuel tank ripped through the bottom of the fuselage. Sold as scrap by the Air Ministry, the famous aircraft was advertised in the 'Offers Wanted' column of *Flight* magazine the following January, and was bought by Frederick Tasker for £250. It re-emerged from racer preparation specialist Jack Cross's famous Essex Aero works at Gravesend Airport as *The Orphan*, in which Flying Officer Arthur Clouston and Flight Lieutenant George Nelson averaged 196 mph over the 3,850-mile route of the 1937 Istres-Damascus-Le Bourget race. With Betty Kirby-Green as his co-pilot, and G-ACSS

renamed *The Burberry* after its sponsors, Clouston set new London-Cape Town-London records in November 1937. Again renamed, as *Australian Anniversary*, G-ACSS, flown by Clouston and co-pilot Victor Ricketts, set one final record in March 1938 with a 26,500-mile England-New Zealand-England flight in ten days, 21 hours.

Damaged on take-off from Hatfield at the start of the 1938 King's Cup Air Race, G-ACSS was repaired but not flown again, spending much of the war ignominiously under a tarpaulin in the open at Gravesend. Moved in 1944 to Salisbury Hall, birthplace of the Mosquito in whose development some historians claim it played a major part, the hulk of the Comet was superficially restored ('restoration' including drilling through its



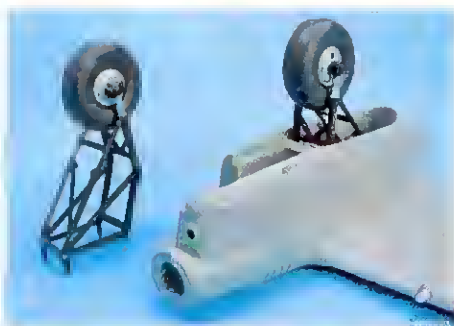
'Black Magic' undergoing repair at Karachi. Its race ended later at Allahabad

wing main spars!) and repainted once again as *Grosvenor House* to be hung as an exhibit at the 1950 Festival of Britain. Thereafter, largely unseen, it formed the centrepiece of the de Havilland Engine Company's showroom at Leavesden, pausing briefly at the parent company's open day at Hatfield in 1965 before being handed over to the Shuttleworth Collection in October of that year. After a protracted rebuild it returned to the air from its birthplace at Hatfield in 1987 and is currently based with the Collection at Old Warden Aerodrome.

But back to the MacRobertson race. The Mollisons were forced to abandon their flight at Allahabad, when one of *Black Magic's* increasingly sickly engines

was found to have been damaged beyond immediate repair by motor fuel uplifted from a bus garage after an off-airport landing. (The stress of the flight is also said to have damaged beyond repair Jim and Amy's already volatile marriage.) As soon as the feuding husband and wife and the ailing Comet got back to England, *Black Magic* was sold, as CS-AAJ *Salazar*, to the Portuguese Government. Little was heard of *Salazar* following a 1937 return trip to Hatfield for rebuild after an accident, until, in 1980, parts of it were discovered on a peasant's smallholding in Portugal and brought back to the UK. What little is left of the former Mollison Comet is awaiting incorporation into a 'new' *Black Magic*.





Main landing gear being checked for fit before installation



The entire underside was painted dark grey to check for blemishes in the filler



Checking the wing joint is up to scratch



Pausing just long enough after returning from Melbourne to acquire a name — *Reine Astrid* — Bernard Rubin's G-ACSR and pilots Ken Waller and Maurice Franchomme set off from Brussels on 20 December 1934 to carry Christmas mail to the Belgian Congo, completing the 8,882-mile round trip to Leopoldville in 44 hours, 29 minutes. Back home, it was quickly sold as one of two Comets ordered by French Air Minister General Denain for evaluation as mailplanes on a planned high-speed service across the Atlantic. Refurbished and repainted red with the registration F-ANPY, it was delivered by Hugh Buckingham and de Havilland historian and archivist C. Martin Sharp in April 1935, setting a record time of 59 minutes for the 205-mile flight from Croydon to Le Bourget. That July Hubert Broad bettered their time by seven minutes while delivering the second, newly built, French Comet F-ANPZ. A month later the famous Aeropostale pioneer Jean Mermoz set two records on a return flight in F-ANPY from Paris to Dakar, covering the 2,990 miles at 193 mph outbound and 208.5 mph on the return, and a week later set a 201.3 mph record for Paris-Algiers.

Thereafter the two Comets remained on the strength of the Centre d'Essais du Matériel Aérien at Villacoublay, used

mostly for pilot training and giving VIPs joyrides. During the Munich crisis consideration was given to using the aircraft for high-speed, long-range reconnaissance missions over Germany, but the plan never came to fruition and at the end of 1938 both were moved to the French Air Force pilot training base at Istres. Long-standing rumours that at least one of the French Comets went to Spain, was armed and flew combat

missions during the Spanish Civil War, have proven to be without foundation. Much less heroically, the pair seem to have remained at Istres, unflown, until after the German occupation, when they were destroyed in a hangar fire in the summer of 1940.

The fifth and last Comet built was G-ADEF, completed in July 1935 for MacRobertson winner Tom Campbell Black, who had failed to persuade his

erstwhile sponsor A D Edwards to sell him *Grasvenor House*. Named *Boomerang*, in the (too optimistic, as it turned out) hope that it would always return from planned long distance return flights to Cape Town, New York and Hong Kong, G-ADEF set off from Hatfield in August 1935 with Black and co-pilot Gordon McArthur aboard, aiming to set a new out-and-back record between England and Cape Town. A near-seized engine (a D.H.84 Dragon dipstick had been used to check the oil before departure, erroneously indicating full tanks), caused the attempt to be abandoned at Cairo. After a ferry flight back to Hatfield for overhaul *Boomerang* set out again the following month, but this time Black and McArthur were forced to bail out while routing Cairo-Kisumu after encountering severe electrical storms which stripped paint from the Comet's wings and caused both engines to lose power. *Boomerang*, barely two months old and with no more than sixty hours flying logged, exploded on impact in the desert.

* Further reading

David Ogilby's 'DH88 The Story of de Havilland's Racing Comets' (Airlife Publishing) is particularly recommended, and acknowledged, as the source of Comet lore, while Air Commodore A E Clouston's 'The Dangerous Skies' (Cassell, 1954) provides a compelling account of his record flights in G-ACSS.



Amy and Jim Mollison (in suit and pith helmet) at Karachi
(© Mike Jerram Collection)

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Heath receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

Support your local model shop...while you still can

LETTER OF THE MONTH

Thank you for a great magazine. I left the hobby some time ago. Time pressures, kids, and what I grew up to think was the extortionate costs of kits which proved to be poor in quality and authenticity, Airfix putting out ancient kits at £3-4 which I remember buying for 10p at Woolworth's, good Japanese kits at £9 for a fighter — I was truly disillusioned. I let my kids make up some of my

collection, but they never got the bug, then I started to see Revell kits, and noted that they were not just reworks of the 1960s. Truly you never can get rid of a super bug! I look at some of the stuff at the inexpensive end of the market — Italeri, Revell, even Hasegawa kits have come down in price, and it seems there may be hope for the hobby.

However, the closure of so many model shops makes finding kits increasingly difficult. Here, all my local shops have disappeared except for one

in Hythe. A trawl through a website does not excite like a rummage through a shop. I still love the urge that looking at a new/old kit can inspire. "I can do something with that!" The PC cannot replace the banter in a good shop, and the advice from enthusiasts.

Just let us all make an effort to support the small guys. They may not be with us for very much longer, but their contribution should be valued as long as we can.

Thomas Heath
Folkestone, Kent

Faithful Annie

The Anson article in May's SAMI brought to mind my first flight as an ATC cadet in an Anson from RAF Upper Heyford in April 1943.

However exciting the flight experience was on a fresh summer morning, spluttering along at 1,500 feet and meeting the odd bit of cumulus, it was matched later on by finding in a hangar a stripped-down early mark of Anson, from which I was able to collect some samples of fabric from the scrap bin,

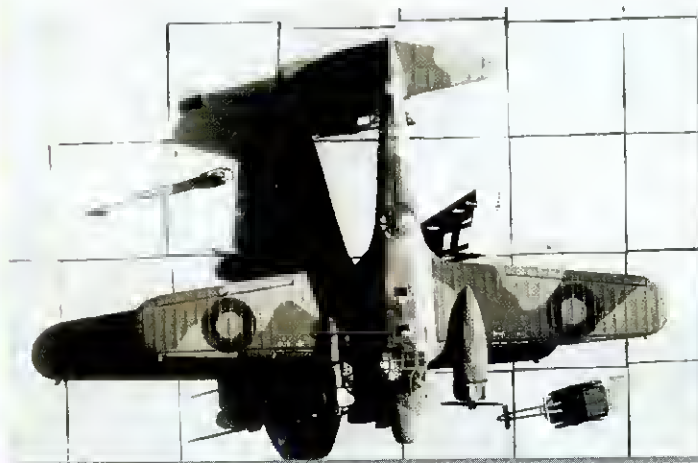


and finding on the leading-edge of a trestled wing, ahead of each of the dual fuel fillers, what had been a black

rectangle with white lettering 'Kneel Here', and between that and the filler, more white characters: Fuel 80 Oct.

Having made some notes on the camouflage scheme, these survived long enough to form the detail to go on a much carved about 1/72 scale Airfix Anson around the late 1970s. I enclose a couple of photos of the subject, one showing a model Huntley in 'erks' uniform to give scale.

Ian D Huntley
Stoke Poges, Buckinghamshire



For those who may not be aware (where have you been?) Ian is the doyen of colour scheme experts, frequently consulted by restorers of full-size aircraft seeking ultimate authenticity. Ed.

Faithful Annie too...

The Classic Airframes Anson article (SAMi, May) and reference to the occasion when two Bf 109s were destroyed and one damaged by Ansons brought to mind an article in RAF Flying Review for March 1957.

According to this article three Ansons of 500 Squadron were patrolling between Dunkirk and Ostend when they were set upon from astern by nine Bf 109s. Two of the Ansons were badly shot up and broke for home, leaving just one to the mercy of the enemy fighters.

However, these were not just ordinary Ansons. At the suggestion of the squadron gunnery officer, F/O Harold Jones, the Commanding Officer, Sqn Ldr Le May had had two Vickers 'G' guns fitted, one each at the port and starboard side windows.

Alerted to the attack by the turret

gunner LAC Smith, the pilot of the lone Anson, P/O Philip Peters, immediately dropped from the patrol height to sea level and throttled back almost to stalling speed. The co-pilot, Sgt Deryck Spencer, dashed to one of the side guns and the wireless operator, LAC Pepper, manned the other.

The Germans' fire hit the sea ahead of the slow flying Anson, and as they overshot, a '109 was hit by a burst from one of the side guns. The damaged fighter did a stall turn about 500 yards ahead of and 300 feet above the Anson. Peters hauled up the nose of his aircraft and fired a longish burst from the nose gun. The '109 never recovered from its turn and crashed into the sea.

The Messerschmitts returned for another stern attack, overshot again, and LAC Smith in the turret scored a hit and another German fighter crashed into the sea.

On their third attack the fighters opened up from all of 800 yards astern. Peters went into a well practised, hardover rudder, 180° turn which the fighters could not follow. As the Anson skidded round, the side gunners opened fire again and a '109 was hit, but did not crash. At that the fighters departed the scene.

The Anson returned to its base at RAF Detling where a single bullet hole was found, but there was no sign of the bullet. A couple of months later Peters had his parachute repacked. It had been stored behind his seat during the attack. The armour-piercing bullet had ruined every gore in the pack, finally coming to rest against the metal frame.

This engagement started at 10.40 hrs on 1 June 1940. Could it be the same one that David Batt mentioned?

Ron Ward
Driffield, East Riding of Yorkshire

Tell it to the Marines

I was leafing through a copy of the May 2007 issue of SAMI, and came to the article on the Trumpeter F4F-3 (Late) kit. The United States Marine Corps was, prior to and for some time after WWII, under the authority of the Department of The Navy.

Nevertheless, the Marines had their own air assets, under the organisation of the First and Second Marine Air Wings.



Marion Carl

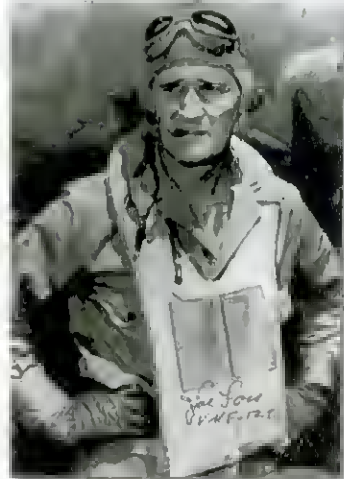
Now, as then, 1st MAW aircraft squadrons and all the internal support organizations inherent to the 1st MAW are prefixed with a '1', the 2nd MAW with a '2', and so on. Furthermore, there is a commonality of designation letters within the US Navy and the USMC that are used to describe the purpose of the squadrons within the Wing, and the aircraft assigned to the squadron. Fixed-wing squadrons carry a 'V' as first letter,

Fighter squadrons are then denoted by an 'F', attack aircraft squadrons by an 'A', helicopters by an 'H'. The primary designator which differentiates Navy from Marine aircraft is the letter 'M' between the first and third letter of the squadron designator. Ergo, VF-6 was and is a 'fixed-wing fighter' squadron in the US Navy.

Most likely, these days, they are flying the fighter ('F') version of the F/A-18 Hornet. US Marine squadrons flying the fighter version of the Hornet would have as their squadron designator 'VMF'. Dual-use Marine squadrons flying the Hornet would be designated as 'VMFA', the 'A' signifying certification of the squadron to support the infantry with close air/ground support.

What, I wonder, would General Marion Carl, USMC (ret) or General Joseph Foss, USMC (ret.) — both Guadalcanal veterans of the 'Cactus Air Force', think about your having designated VMF-221 as a Navy squadron?

On another subject, several years ago, I saw in another modelling magazine an advertisement for 'Museum Quality Scale Model Aircraft'. Much like the old 'Pocher d'Italia' cars, these aircraft were built from the frames up with screws, nuts and bolts. The detail was incredible. I have not seen this company



Joe Foss

advertising lately. First, do you know who they are, or were? Are they still in business?

Timothy May (former) Staff Sergeant, 1st and 3rd MAW, USMC, 1973 – 1987
Vancouver, Washington, USA, via email

Can any reader help former Staff Sergeant May regarding those 'bolt together' aircraft kits? Ed.

York callsigns

Further to May's Feedback regarding RAF Avro York callsigns, the 'M' was for 'Military' and the 'O' was for 'Transport'. Coastal Command types began with 'MC' and I think fighter and bomber units followed suit.

I went out to Egypt in November 1953 in Skyways York 'George Able How Fox Dog', and as 'civil kites' were not allowed into the all-military Canal Zone it carried RAF roundels and fin flashes. The only place its civilian registration was carried was on a brass plate on the inside of the underwing entrance door. After the refuelling stop at Luqa the flight crew came back on

board in RAF uniforms, the stewardess looking very smart as a WAAF sergeant!

After arriving at Fayid we were all as deaf as posts for two days from those four Merlins roaring around our ears. No namby-pamby pressure cabins or soundproofing for us!

A couple of months ago there was some query on the size of York radiator intakes compared to Lancasters. You may find the enclosed photo of interesting, showing G-AMUM which went off the end of the runway at Luqa on 13 April 1954. It was reduced to spares and scrapped over the following few weeks.

Don Halstead, ex RT/DFOP Malta Homer
Wakefield, West Yorkshire



Scottish Airlines York, G-AMUM off the end of the runway at Luqa, April 1954



Skyways Trooper York at Luqa, Spring 1954

Nieuports in RNAS, RFC and RAF Service

BOOK OF THE MONTH

Readers who have cherished the works of Ray Sturtivant and his fellow authors at Air-Britain will be immediately at home with this book. It is the first monograph in a new series published by Cross & Cockade, and if this is the shape of things to come from this source then WWI modellers, and aviation enthusiasts in general, will have much to be thankful for. It is a

TECHNICAL DATA

by Mike O'Connor and Mick Davis

Price: £22.00

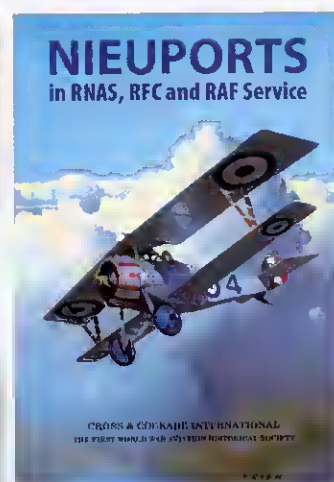
Publisher: Cross & Cockade International

ISBN: 9780955573408

Format: Softback, 176 pp

magnificent debut, and is everything a reference book should be.

With 258 black-and-white photographs, 36 pages of colour artwork

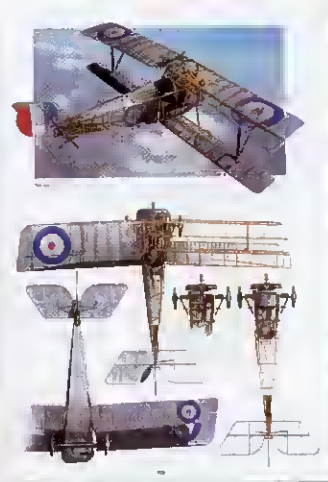
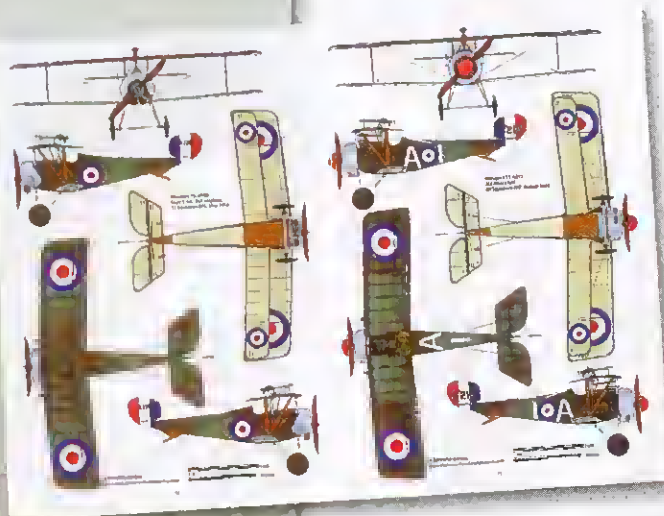


and over 60 pages of historical notes, the reader is left wanting nothing. The book is split into two parts, the first half being the general text, and the second — which many will regard as the meat of the subject — includes production numbers and serial listings, with individual aircraft histories for all the types covered.

An excellent debut. Let's look forward to many, many more.

GH

SAMI



SEPECAT Jaguar

TECHNICAL DATA

by Martin Bowman

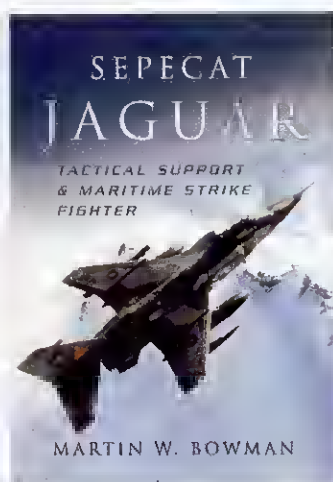
Price: £29.99

Publisher: Pen and Sword

ISBN: 9781844155453

Format: Hardback

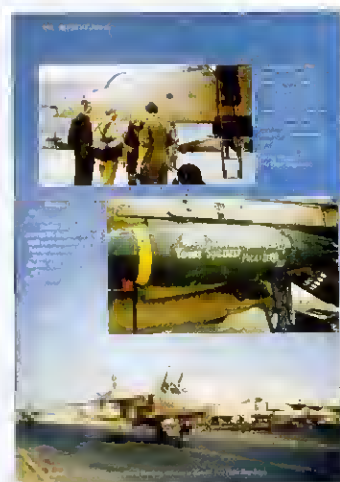
Martin Bowman gives an excellent account of this versatile, rugged aircraft, and one that will be sadly missed, certainly in the annals of the RAF. Originally a joint Anglo/French project the 'Jag' first flew in September 1968, becoming operational with both the RAF and Armée de l'Air in 1972/3, and was exported to India, Oman, Ecuador and Nigeria. The aircraft's multi-role design made it easy to adapt for the ground-attack, reconnaissance, interceptor and maritime strike roles. With a top speed



of Mach 0.9 and a combat radius of 875 miles the aircraft became very popular with its pilots. A total of 325 single-seat and 75 two-seat trainer aircraft were produced for the RAF and French air forces and Jaguars were still in service with Oman and India. The book is an immensely readable account of the Jaguars service life, interspersed with anecdotes and first hand accounts of the men who flew them in both peace and war. There are some excellent commentaries from the 1991 Gulf conflict and from the skies over Bosnia, which will add to the collective knowledge for both enthusiasts and modellers alike.

AE

SAMI



Royal Canadian Navy Aircraft Finish and Markings 1944-1968

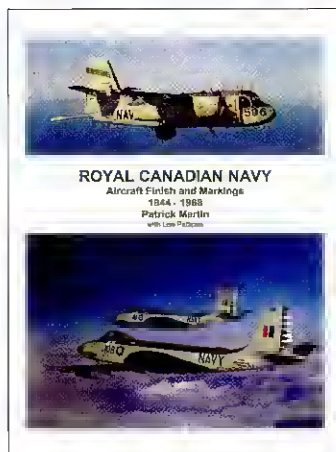
TECHNICAL DATA

by Patrick Martin with Leo Pettipas
Price: £39.99

I have a shelf in my reading room (lavatory) where I store my current reading for easy access. By looking at this shelf you can tell what projects I am working on or what's in the planning stage. But there is also my 'essential reading' section which contains books that are near permanent additions to the reading room and never make it back to my main bookcase.

The last two titles from Patrick Martin on the Canadian Air Force 1947-1968 and Canadian Armed Forces 1968-2004 are permanent residents, and have been highly praised as the definitive books on their subjects. Now we have a similar quality book that covers in depth aircraft of the RCN before unification of Canadian forces. Presented in this publisher's usual style of spiral-bound softback, contained within its laminated covers a wealth of black-and-white and colour photographs supported by informative text.

From the title of the book you would imagine this would be a terribly dry book to read, but far from it there are many historical nuggets in the text. The book



starts with the early days when a Sopwith Camel piloted by a Canadian Navy pilot was launched in 1918 from a platform on HMS Redoubt to shoot down Zeppelin LZ100, and continues through WWII operations against German U-boats to the establishment of the Royal Canadian Naval Air Arm in 1946.

It is the period from 1946 until the unification of the Canadian armed services in 1968 that make up the bulk of the book. During this time the RCN operated a wide variety of types from three aircraft carriers, with further land-based aircraft operating from air stations

around Canada.

The following aircraft are covered in great detail, with a history of operations and their various colour schemes, well supported by photographs and monochrome profile drawings: Anson, Avenger, Banshee, Barracuda, Expedito, Firefly, Harvard, HO4S, HTL, HUP, Sea Fury, Sea King, Seafire, Silver Star, Swordfish, TG-3A, Tiger Moth, Tracker, Walrus and Wildcat.

This is followed by a section that details all the aviation squadrons and units in the Canadian Navy and also covers the two Fleet Air Arm Squadrons manned by Canadians during WWII.

The final section covers the decks from which the Canadian Navy operated, both carriers and smaller ships equipped with helicopter decks. It is in this section that we have the story of the amazing heroics of the crew of the escort carrier HMS Nabob. Converted from a freighter hull, this ship was carrying out operations against the Tirpitz in Norwegian waters on the 22 August 1944 when it was torpedoed, leaving a 50x40-foot hole under the waterline.

Following the torpedoing the crew resorted to desperate measures to keep their ship afloat, including standing all available crew on the opposite side to

the damage in an attempt to balance the extreme list caused as water entered the hull. The following day, with the ship still listing alarmingly, the crew managed to undertake flight operations, launching two Grumman Avengers to help screen the carrier from U-boats. Five days after the torpedoing the ship finally entered Scapa Flow. During its return journey Nabob had taken on over 4,384 tons of seawater and with the massive damage to the hull it never returned to active service. But there was no stopping this ship, as after the war its flight deck was removed, the hull repaired and it then had a lucrative career as a commercial freighter until finally meeting its end under the scrapman's torch in 1977.

I cannot praise this book highly enough. As with the previous titles in this series I feel that no one will ever improve on the depth of information supplied between its covers. If you have any interest in this subject this is a 'must have' addition to your collection and can be purchased in the UK from the Aviation Book Center.com and in Canada from Martin Slides, 20534 50th Avenue, Langley, BC, V3A 5P5, email 104655@telus.net.

Our thanks to Patrick Martin for supplying a copy of his book to review.

SAMI

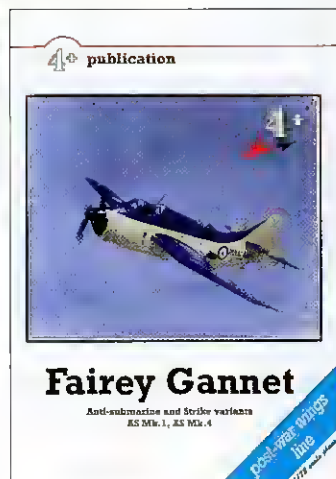
Fairey gannet

Anti-Submarine and Strike variants AS Mk 1, AS Mk 4

TECHNICAL DATA

by Martin Velek and Michal Ovcacik
Publisher: Mark I Ltd
ISBN: 9780808637044
Format: Softback, 36 pp
Price: £14.95

Do we have any Gannets? Yes sir! Three bags full! Not only do we now have a growing range of kits and accessories, but we also have a first-class modeller's reference work to assist us in their embellishment. 4+ have followed their usual format and packed the book with all the important views we need to see, many more now in colour, and



added historical images and informative captions covering all users.

My one gripe is the loose A3 sheet of plans retained by a lip inside the back cover. These would have been better incorporated into the main body of the book, and will need to be stored separately if the book is to be handled frequently. This aside, it is essentially a 4+ book, which is all the recommendation it really needs.

GH

SAMI

Grumman E-2 Hawkeye

TECHNICAL DATA

by Patrice Sublemontier and Ousmane Diagne
ISBN: 2-912749-09-3
Publisher: DTU
Price: Euro 38 plus Euro 5 postage

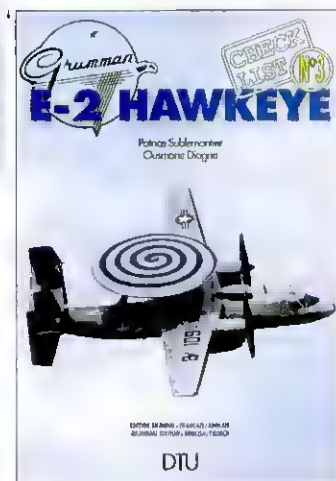
I am amazed that the E-2 Hawkeye has been represented in model form only by the ancient 1/72 scale Fujimi kit that has appeared in various early-model guises, and the excellent 1/144 scale E-2C that Revell released last year.

I am hoping that with the release of this book some enterprising kit manufacturer may consider a new kit in one of the larger scales.

This book is bilingual French/English and starts with a brief history of the Hawkeye and its development and introduction into service with the US Navy, and subsequent export sales. This is followed by a photographic history of the type. Many of these photographs have never been published before and include a most striking example from VAW-121 with sharkmouths on its engine cowlings.

The next 62 pages make up the bulk of the book and feature a full walk-round of the Hawkeye, investigating each nook and cranny that is of interest to the modeller, with masses of clear colour photographs, and illustrations of the instrument panels and crew seats from the Pilot's Notes.

The final section provides 52 colour



profiles of many of the colourful schemes carried by the Hawkeyes before low-viz schemes became the norm, and a page devoted to squadron patches worn by Hawkeye crews, here concentrating on those of the French Navy.

This is the type of book that modellers love. As a one-stop-shop on the Hawkeye it has it all...except that 1/48 scale kit. Anyone in China listening?

Our thanks to DTU for the review sample. The book can be purchased direct from the publisher at 3bis rue Casteres, 92110 Clichy la Garenne, France, tel: (33) 01 47 31 69 53, email dti.sarl@wanadoo.fr

SAMI

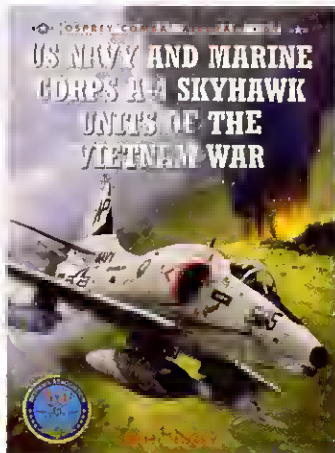


US Navy and Marine Corps A-4 Skyhawk Units of the Vietnam War 1963–1973

TECHNICAL DATA

by Peter Mersky Price: £13.99
 Publisher: Osprey
 ISBN: 9781846031816
 Format: Softback, 112pp

Call it the 'Scooter' or 'Heinemann's Hot Rod' the A-4 Skyhawk was a classic design. The aircraft was involved in Vietnam from the very beginning, including the first offensive operations in 1963 into Laos, and the 'Pierce Arrow' operations immediately following the Tonkin Gulf Incident of August 1964. Navy and Marine Corps A-4s quickly established a presence in south-east Asia participating in thousands of sorties against the entrenched communist forces in the South and the heavily defended targets in North Vietnam. A-4 pilots also struck targets along the infamous Ho Chi Minh Trail, working with ground-



based and airborne forward air controllers to interdict the flood of supplies to communist forces in the south. As with others in this series the A-4 book includes many first-hand accounts from the pilots who flew one of the greatest attack aircraft ever built and provides an insightful account of some of the most thrilling aerial combats that took place during Vietnam. Add to this the usual array of images and artwork and we have yet another winner from Osprey.

AE

SAMI

Kawasaki Ki-10 Perry

TECHNICAL DATA

by Tadeusz Januszewski and Zygmunt Szeremeta
 Publisher: Tenzan
 ISBN: 9788390625911
 Format: Softback, 66pp

Books on Japanese aviation are always warmly received, as they go a long way to demystifying some of the fascinating, but esoteric, subjects covered by the likes of Choroszy. References are available, but not always easy to find so the more books dealing with the period the better.

This particular publication is about as good as they come. An informative text—all in English—more period images than you would have believed existed and a mass of superb colour artwork and scale drawings covering all variants and theatres of operation.

There are 52 colour profiles, plans in 1/72, 1/48 and 1/32, and enough useful data and historical material to



enable the modeller to build the new FineMolds kit several times over.

A first class reference work. Check out the website at www.tenzan.pl
 Barry Brine

SAMI

Sukhoi Su-27 – Famous Russian Aircraft

TECHNICAL DATA

by Yefim Gordon Price: Euro 35.00
 Publisher: Ian Allan Publishing
 ISBN: 9781857802474
 Format: Hardback, 576pp

Everything you ever wanted to know about the outstanding Su-27 but were afraid to ask are contained in this heavyweight (literally) tome from Yefim Gordon. With a hefty 576 pages this book delivers in spadefulls with superb photographs, incisive text, with scale plans and colour profiles. In this latest volume in Midland Publishing's 'Famous Russian Aircraft' series, Gordon, describes in depth the development, operational career, history and variants within the Su-27 family. The book has some 450 mono and colour illustrations and will portray many of the various camouflage schemes carried by the type in Soviet, Russian and other air forces over the past two decades. The development of the aircraft was, however, marked by considerable



difficulties including a fatal crash, in 1978, which resulted in considerable revisions to the design. The first of the modified pre-production aircraft appeared in 1981 but it was not until 1984 that significant numbers of the Su-27 started to enter service. Eventually some 680 Su-27 were built for the Soviets, of which some 400 remain in service with the Russian Tactical Air Force today. Smaller numbers of Su-27s are also still in service with the air forces of former constituents of the USSR. Outside Russia, the Su-27 is also in service with the Chinese, where it was manufactured under license as the Shenyang J-11. Su-27s are also on the inventories of the air forces of Vietnam, Malaysia, Ethiopia, Indonesia, Syria and Angola. In addition India and Iran have either ordered or plan to order the type. This is simply a fabulous work of immense use to both modellers and enthusiasts alike.

AE

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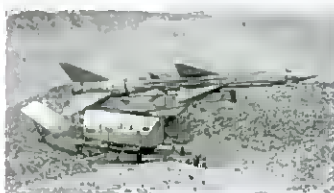


Red SAM: The SA-2 Guideline AA Missile

TECHNICAL DATA

by Steven J Zaloga Price: £9.50
 Publisher: Osprey
 ISBN: 9781846030628
 Format: Softback, 48 pages

One of the most feared ground-to-air missiles is the Russian SA-2, nicknamed 'Red SAM' and history's dominant anti-aircraft threat. In 1960 it famously downed Gary Powers' U-2 spyplane, and two years later it was one of the missiles deployed during the Cuban Missile Crisis, which almost sparked a nuclear showdown between America and the USSR. The SA-2 was also deployed in Vietnam, North Korea, Egypt, and even the Gulf War. Using photographs, colour



artwork, and rare accounts from the weapon's designers, the author examines the missile's development, linking this to its massive impact on Cold War air campaigns, and investigates the design changes that have helped the SA-2 stand the test of time.

AE

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CLUBS

Bridlington & Wolds Scale Model Club

Whether experienced or beginner, or returning to the 'dark side', a warm welcome is assured. We meet on the second Monday of each month at The Parade Hotel, 26 Clift Street, Bridlington (next to Woolworth's) from 7.30 pm onwards. For more details contact Kevin Dolman ☎ 01377 2555594

Aberystwyth Scale Model Club

Meets on the first Tuesday of the month at JD Wetherspoon, Yr Hen Orsaf, Aberystwyth, Ceredigion, Cymru at 7.30 onwards. Everyone welcome. All Scales. No Trains! No Flyers! Contact Fiona ☎ panzergrill@mhopsn2.wanadoo.co.uk

IPMS Farnborough

Meets second Monday of each month at the Railway Enthusiasts' Club, Hawley Lane, start 7.30 p.m. Large clubroom with real ale bar, big, friendly crowd, all ages/abilities welcome. Pete Readman ☎ 0118 978 2910 ☎ www.ipms-farnborough.co.uk

IPMS Ipswich

Meets on the fourth Tuesday of each month at Ransomes Sport and Social Club, Sidegate Avenue, Ipswich, Suffolk IP4 4JJ. All welcome, all modelling standards. Contact Kev Baxter ☎ 01473 832163 or Ray Challoner ☎ 01473 721850 ☎ www.ipms-ipswich.org.uk

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First Edition 'Complete Book of Fighters' £25.
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Aerofax MiG-17 £8. 'Aerofax MiG-19' £8, all plus postage ☎ 01962 735968

Windsock Datafiles

14 RAF BE2e; 15 Morane-Saulnier Type L; 28 Avro 504K; 40 RAF S.E.5; 38 Airco D.H.10; 44 Bristol Scouts; 46 Sopwith Snipe; 52 Bristol M.1; 68 Nieuport 10-12; 75 Ago Ct. £4.50 each ☎ Andrew 01707 645604 ☎ andy_swift@tiscali.co.uk

Original aircraft paintings

Small selection of my work. SAE for list to G McWhirter ☎ 90 York Crescent, Newton Hall, Durham City DH1 5PT

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Serious offers. Also FROG exotica. Roy Dagger ☎ 01493 602887

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Mostly 1/72 scale aircraft, priced to sell, SAE for list to Alan Williams ☎ 26 Pantheon Road, Chandlers Ford, Eastleigh, Hampshire SO53 2NS

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All 1/72 scale, some rare items e.g. Revell 'Sally' and 'Helen' models. For list please contact Dennis Walton ☎ 49 Windward Road, East Kilbride G75 8NR, ☎ 01355 238200 ☎ denniswallton@yahoo.co.uk

'JV44 The Galland Circus'

Classic Publications, signed by authors. Very good condition. Substantial offers to include p&p to ☎ prlowkes@btinternet.com

Large collection needs sorting out

1/72, 1/48, Tamiya, Monogram, Hasegawa, Fujimi, etc. Aircraft, military, naval. For lists ☎ thomasheath.l59@btinternet.com or send SAE to ☎ 101 Cheriton Road, Folkestone, Kent

Aircraft kits, all makes/scales

For list send SAE to R Grieve ☎ 33 Coneyhill Road, Gloucester GL4 4QL

Collection of VHS video titles £1 each

'War at Sea' complete set £15.00. 20 'Aircraft of the Aces' £1.00 each. Unused A4709 Aztec airbrush set plus extra nozzle £75. All plus p&p ☎ 01964 670492

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Mostly WWI 1/48 scale kits

Must sell excess items (some 1/32 scale). West Byfleet area. Call me, see the kit, make an offer, take it home. David ☎ 01932 350410

1/32 scale Revell Tornado F.2

plus fabulous Flightpath F.3 resin, white metal and brass conversion/detailing set — cockpit, ejection seats, flaps, undercarriage etc. Best offer over £60. ☎ 0118 9616072. All emails replied to ☎ bill.l.higgs@ntbworld.com

Lancaster at War Parts 1 & 2

and P-47 Thunderbolt by Roger Freeman. For list send SAE to L M Fox ☎ 14 Oak Road, Eagescliffe, Stockton-on-Tees, Cleveland TS16 0AS

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Aircraft Profiles for Military Jets £5. Boulton Paul Aircraft £9. M.A.N. Scale Aircraft Drawings World War II £15. Softbacks. Japanese WWII Aircraft in Colour £8. Arado Ar 234A £10. Emblems of the Rising Sun £10. Macchi C202-205 £6. Dewortine D.520 £6. Reggiane Re.2000-2005 £6. All plus postage. Manley ☎ 01962 735968

WANTED

Aero-Detail No 27 Spitfire VI to XVI

Also looking for 1/48 scale decal sheets Techmod 48029 Spitfire Vb and 48064 Spitfire IXs. Willing to pay a fair price or swap for kit decals I have for sale. John Collier ☎ 23 Stonehill Close, Ranskill, Retford, Notts DN22 8NG

Contrail Saro Lerwick

PH Models Blackburn Botha. Good prices paid ☎ 07985 512471 ☎ neil_castley@yahoo.co.uk

Aeroguide on the EAP

(Experimental Aircraft Programme), published by Linewright in mid/late 1980s. Contact Guy Henderson ☎ 01475 726221 or 07919 497769 ☎ guy.henderson@clydeport.co.uk

SuperScale decal sheets 72-141

and 72-688 and Delta kit of Caproni Campini N1. Roy Dagger ☎ 01493 602887

Copper State Models photo-etched

1/48 nuts and bolts (CSM 106). Cutaway close-ups of WWII SPAD XIII: skeletal frame layout of forward fuselage section, GA drawings of oil, petrol, air pressure systems etc. J McSkimming ☎ 96 Coronation Road, Drongan, Ayr KA6 7DD

Help! I am addicted to resin

and fiddly bits of etched brass. Can you help me? I will buy your unwanted short-run kits and brass/resin detail parts. Particularly wanted USAF/USN and RAF/FAA, but anything considered if the price is right. Nev Fadries ☎ 6 Deby Street, Mossley, Ashton-u-Lyne, Lancs OL5 9NU

1/32 scale F-4E(S) Peace Jack decals

from Cutting Edge sheet CED32001. Martin Gustafsson ☎ Uppgardsvagen 58, 44443, Stenungsund, Sweden ☎ galaxy106422@hotmail.com

Foreign (Greek, Turkish, Yugoslav)

Spitfire kits diecast/plastic, decals 1/72 and 1/48 scale, photos, others considered. Ian ☎ 174 Rowntree Avenue, York

Transport Wings 1/72 scale vacform

kit of Boeing 767-200. ☎ 07811 427053 after 7 pm

1/72 Kendall injection-moulded Boeing

727-200 kit (1999) and Transport Wings vacform Boeing 727-100 kit ☎ 07811 427053 after 7 pm

Any MPM, Special Hobby or other Czech

short-run kits, particularly British/US subjects 1940s to 1960s. Also want 1/25 scale American car kits, hot rods etc first released in the '60s, '70s or '80s, or anything related. Nev Fadries ☎ 6 Derby Street, Mossley, Ashton-under-Lyne, Lancs OL5 9NU

HELP

Is anyone aware of any 1/72 scale

Messerschmitt Bf 109E kit that has the leading-edge slats and flaps deployed (or an add-on set)? I am planning to build some Battle of Britain versions but I don't want to have to indulge in lengthy cutting and trimming of kits. Peter Fawke ☎ 59 Paynesfield Road, Tatsfield, nr Westerham, Kent TN16 2BC ☎ peterfawke@aol.com

Could someone please send me

photocopies of the instructions and paint/decal guide for the Revell-ESCI A-4M/N Skyhawk. Stephen Nolan ☎ 70 Hillbrook Estate, Tullow, Co Carlow, Ireland ☎ stephenmolan@oceanfree.net

Looking for anyone who can help

me set up model aircraft museum. Ian Campbell ☎ 174 Rowntree Avenue, York ☎ 07727 048643

PEN PALS

Grumpy old modeller

looking to write to those with interests in WW2 aviation. I started in 1947. Tony Rice ☎ Casa Mariposa, Macapa 7, 29711 Alcaucin, Malaga, Spain ☎ Iony_ursula@yahoo.co.uk

My interests are early aviation

through to the golden age of the 30s but mostly 1914-18 era. If your interests are similar then please write to me. Graham ☎ 22 Innisfayre Gardens, Belfast, BT15 4GL

I collect everything about Japanese

military airplanes — kits, literature, plans, special projects. I would like to correspond with Japanese modeller. Josef Hyzik, Czech Republic ☎ HyzikJ@seznam.cz

SWAP

1/48 Fonderie Miniature Ventura

multi-media kit for Airfix Lightning or 1/32 scale Revell Hunter. 1/48 Pro-Modeler Focke-Wulf Fw 190G-2 for Eduard Fokker D.VII. P Robinson ☎ 2 North End Cott, Hilston Road, Toos, Hull HU12 0JA ☎ 01964 670492

Platz Model 1/144 scale Curtiss C-46

Buy or exchange for Lincoln/Kader F-27/DC-3/Viscount ☎ Dave 02083 902074

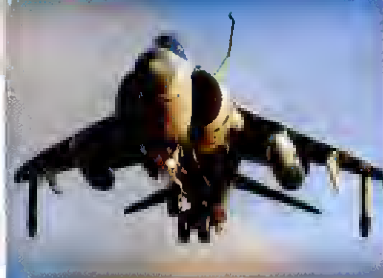
1/48 Junkers Ju 87B-2 Desert Stuka

for Hasegawa 1/48 P-51D Mustang Mk IV RAE. B Porter ☎ 39 Crow Park Avenue, Sutton-on-Trent, Newark NG23 6QC

EVENTS

JULY 2007

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge to event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



■ Till November

Unforgotten Falklands

Exhibition to mark the 25th Anniversary of the Falklands War. FAA Museum, RNAS Yeovilton, Somerset ☎ 01935 842638
marketing@fleetairarm.com



Nationals

AUGUST

Wed 22nd – Saturday 25th

IPMS USA National Convention

Anaheim, California. www.ipmsusa.org

NOVEMBER

Saturday 10th – Sunday 11th

IPMS UK Scale Model World

Telford International Centre

This service is offered free to all our readers. Send adverts to:

Events

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JULY

■ July 21st

Talk by Squadron Leader Jerry Pook, MBE, OFC, (RAF ret'd)

Ex-RAF Harrier pilot and author of the new book on his experiences in the Falklands War, 'RAF Ground Attack, Falklands', At the Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park Doncaster DN4 7FB. Starts 7.00pm to approx 10.00pm. Tickets only, in advance: £7.00 Contact Martin or Dee on ☎ 01302 761616 or ✉ 07990 764364

■ June 22nd – 23rd

IPMS/USA Region 10 Contest and Vendor Show

Holiday Inn Hotel, 1600 S. Country Club Drive at US 60, Mesa, Arizona, USA. Contact Dick

✉ DickC24@aol.com www.ipms-phx.org

AUGUST

■ August 5th

Great Midlands Kit Swap

St Mary's Hall, Hinckley, Leicestershire. Contact Phil Middleton ☎ 01162 867107

■ August 12th

Aeroventure Model Show

Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park. Entry fee includes entry into the Museum. Martin or Dee ☎ 01302 761616 or 07990 764364

■ August 19th

Airshow, Collectors' Fair and Fly-In

Redhill Aerodrome, Surrey
Aviation, Military, Book and Model Collectors' stands. Free car parking. ☎ 01737 822200
www.redhillairshow.co.uk

■ August 22nd – 25th

IPMS USA National Convention 2007

Anaheim Marriott Resort Hotel, Orange County, California ✉ information@ipmsusa2007.org
www.ipmsusa2007.org

■ August 25th – 26th

Shackleton 50th Anniversary Event

Celebrating the 50th Anniversary of the Avro Shackleton MR.3 entering RAF service, with former Shackleton aircrew and groundcrew participating. Newark Air Museum, Winthorpe, Nottinghamshire.
www.newarkairmuseum.co.uk



Gary Hatcher won a first in his class at The Northern Show with a 1/144 Trumpeter F-86, and has spoken of nothing else since!



Dragon were one of the stars of the show at Shizuoka 2007

SEPTEMBER

■ September 8th

9th Annual Air Zoo Model Show

IPMS/Kalamazoo Scale Modelers and IPMS West Michigan. Air Zoo Museum, 6151 Portage Road, Kalamazoo, Michigan, USA. Contact Clare Wentzel ☎ (269) 353 6302 ✉ cewentzel@yahoo.com

■ September 9th

Wombourne Aerospace & Vehicle Club

Scale Model Show and Competition

The Community Centre, Church Rd, Wombourne 10am to 4pm. For info send SAE to G Taylor ☎ 11 Holberg Grove, Wolverhampton WV11 3LE or J Turner ☎ 340 Stourbridge Rd, Brierley Hill DY5 1JA or
www.communicate.co.uk/bc/asvc/index.phiml

■ September 16th

Sutton Coldfield Model Spectacular

Sutton Coldfield Town Hall, West Midlands 10.00 a.m. to 4.30 p.m. Traders contact Paul Grimley ☎ 01543 481428. Clubs contact Peter Haywood ☎ 01889 578074

■ September 16th – 17th

IPMS Germany Modelling Show

Luftwaffe Museum, Berlin-Gatow. 9.00 a.m. to 5.00 p.m. Free entrance. Contact: Frank Schirmer, Landsberger Allee 98, 10249 Berlin, Germany
☎ +49 30 233 626 90, Fax +49 30 351 045 85
Ausstellung@ipmsdeutschland.de
www.ipmsdeutschland.de

■ September 22nd

Aeromobile and Fly-In

Redhill Aerodrome, Surrey. Aviation, Military, Book and Model Collectors' stands. Free car parking.
☎ 01737 822200 www.redhillairshow.co.uk

■ September 30th

IPMS Brampton 2007 Show

New, improved venue: The Burgess Hall, St.Ives, Cambridgeshire. Adults £1.50, Concessions 50p. Alec or Charlie ☎ 01480 896949, Dave ☎ 01480 861387 ✉ bramptonshow@hotmail.co.uk
www.bramptonmodelclub.fsnet.co.uk

OCTOBER

■ October 12th – 13th

IPMS-USA Region 2 Convention

Sponsored by IPMS Roanoke Valley and the 'VA Shoot-Out', Roanoke Civic Center Exhibition Hall, Roanoke, Virginia, USA. Club displays, Over 90 vendor tables, 'make 'n' take for kids. Contact Tim Ward ✉ twardt86@cox.net www.rvips.com

■ October 13th

Glasgow Open Model Show & Comp

Glasgow IPMS and Miniature Armour Group Show, Kelvin Hall International Sports Arena, Argyle Street, Glasgow. Forty-two competition classes, 20 traders, 20 club and SIG displays. Contact Geoff Crow ✉ geoff.crow@east-ayrshire.gov.uk or ✉ geoff.crow@btinternet.com

■ October 20th

Model & Aviation Collectors' Show

Fleet Air Arm Museum, RNAS Yeovilton, Somerset. 10.30 am. ☎ 01935 840565

2008

FEBRUARY

■ February 3rd

ModelKraft 2008

New venue! Stantonbury Leisure Centre, Milton Keynes, Buckinghamshire ✉ www.mksmc.co.uk

ModelKraft 2008



Due to redevelopment work in Pletchley it will not be possible to hold ModelKraft 2008 at our usual venue, but we have booked Stantonbury Leisure Centre Milton Keynes for the 3rd February 2008. For up to date information see our web site www.mksmc.co.uk



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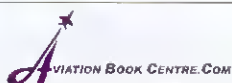
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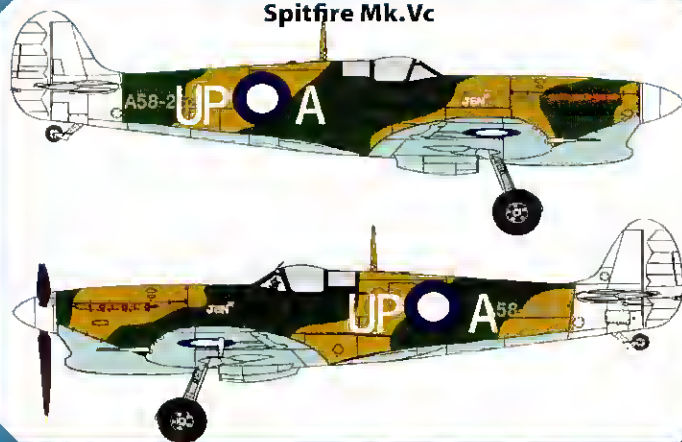
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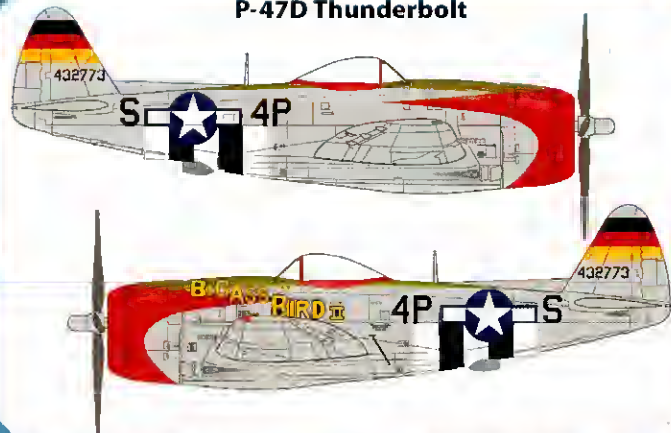
British Spitfire Mk.Vc UP-A "JEN III" 79th Squadron ~ A58-262, 1944. Spitfire Mk.Vc with the code "UP-A", designated 79 Squadron and "A" the flight. About 250 of these variants were shipped to Australia for use by No. 1 Wing of the RAAF. The "C" in the name referred to the new four 20mm cannons that were carried on the wings. Scale 1:72. P/N DR50167

Messerschmitt Me262A-2a



Messerschmitt Me262A-2a Bomber, 9K+BN, 5/KG(J) 51 "Edelweiss", Schwabisch Hall 1944. The most advanced fighter of the Second World War, but to few Messerschmitt Me262s were deployed by the Luftwaffe at too late a stage to affect the course of the air war over Europe. Scale 1:72. P/N DR50190

P-47D Thunderbolt



P-47D-40-RA Thunderbolt "Big Ass Bird II" Howard M. Park, 9th AF/406th FG/513th FS, 1944-45. The American Republic P-47 Thunderbolt, also known as the "Jug", was the largest single-engined fighter of its day. Scale 1:72. P/N DR50203

F6F-3 Hellcat



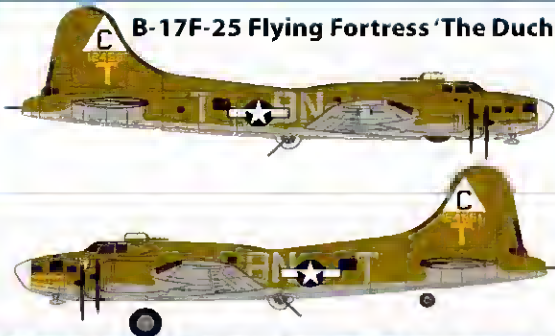
F6F-3 Hellcat, "White 00" CVAG-5 USS Yorktown, May 1943. Dragon Warbirds' brand new 1/72 scale replica is of Commander Flatley's "White 00" F6F-3 Hellcat as it appeared during his tour aboard the USS Yorktown. Scale 1:72. P/N DR50240

JP-47D 'Dallas Blonde'



JP-47D "Dallas Blonde", 319th FS 325th FG, "White 81" ~ Lt. Don Kearns. "Dallas Blonde" has the unique checkerboard livery on the engine cowling flaps and tail, plus the "Dallas Girl" artwork. Scale 1:72. P/N DR50274

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B-17F-25 Flying Fortress "The Duchess" 358th BS, 1944 ~ 1st B-17 in Dragon Warbirds. This B-17F-25 model is christened "The Duchess", as flown by the 358th Bomb Squadron of the USAF in 1944. Scale 1:144. P/N OR51003



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